

United States  
Circuit Court of Appeals  
For the Ninth Circuit. ✓

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CANADIAN PACIFIC RAILWAY COMPANY,  
a Foreign Corporation,

Appellant,

vs.

UNITED STATES OF AMERICA,

Appellee.

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Transcript of Record

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Upon Appeal from the District Court of the United  
States for the Western District of Washington,  
Northern Division.

**Filed**

FEB 13 1934

PAUL P. OBRIEN,  
CLERK



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Circuit Court of Appeals

For the Ninth Circuit.

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[Clerk's Note: When deemed likely to be of an important nature, errors or doubtful matters appearing in the original certified record are printed literally in italic; and, likewise, cancelled matter appearing in the original certified record is printed and cancelled herein accordingly. When possible, an omission from the text is indicated by printing in italic the two words between which the omission seems to occur.]

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Seattle, Washington. [1\*]

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United States District Court, Western District of  
Washington, Northern Division.

No. 20730

UNITED STATES OF AMERICA,

Plaintiff,

vs.

CANADIAN PACIFIC RAILWAY COMPANY,  
a foreign corporation,

Defendant.

COMPLAINT.

The plaintiff, the United States of America, respectfully shows to this Honorable Court as follows:

I.

That the plaintiff, the United States of America, is a corporation sovereign.

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\*Page numbering appearing at the foot of page of original certified Transcript of Record.

## II.

That the defendant is a foreign corporation engaged in the railway and steamship business, operating in particular a fleet of passenger boats between Canadian ports and American ports in the Puget Sound area for several years last past, including all times mentioned in other paragraphs of this complaint, including among others the following steamships, to-wit: The Princess Louise, Princess Charlotte, Princess Marguerite, Princess Kathleen, Princess Patricia, and the Nootka.

## III.

That there was enacted by the 71st Congress of the United States an Act providing for extra compensation for overtime service performed by Immigrant Inspectors and other employees of the Immigration Service in particular as fol- [2] lows, to-wit:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Labor shall fix a reasonable rate of extra compensation for overtime services of inspectors and employees of the Immigration Service who may be required to remain on duty between the hours of five o'clock postmeridian and eight o'clock antemeridian, or on Sundays or holidays, to perform duties in connection with the examination and landing of passengers and crews of steamships, trains, airplanes, or



other vehicles, arriving in the United States from a foreign port by water, land, or air, such rates to be fixed on a basis of one-half day's additional pay for each two hours or fraction thereof of at least one hour that the overtime extends beyond five o'clock postmeridian (but not to exceed two and one-half days' pay for the full period from five o'clock postmeridian to eight o'clock antemeridian) and two additional days' pay for Sunday and holiday duty; in those ports where the customary working hours are other than those heretofore mentioned, the Secretary of Labor is vested with authority to regulate the hours of immigration employees so as to agree with the prevailing working hours in said ports, but nothing contained in this section shall be construed in any manner to affect or alter the length of a working day for immigration employees or the overtime pay herein fixed.

Sec. 2. The said extra compensation shall be paid by the master, owner, agent, or consignee of such vessel or other conveyance arriving in the United States from a foreign port to the Secretary of Labor, who shall pay the same to the several immigration officers and employees entitled thereto as provided in this Act. Such extra compensation shall be paid if such officers or employees have been ordered to report for duty and have so reported, whether the actual

inspection or examination of passengers or crew takes place or not; Provided, That this section shall not apply to the inspection at designated ports of entry of passengers arriving by international ferries, bridges, or tunnels, or by aircraft, railroad trains, or vessels on the Great Lakes and connecting waterways, when operating on regular schedules.

Approved, March 2, 1931.

#### IV.

That pursuant to said authority vested in law, the Immigration Service in the Western District of Washington and British Columbia earned for overtime service in connec- [3] tion with the operation of defendant's steamers from May 1, 1931, to September 30, 1932, inclusive, a total balance of Four Thousand Three Hundred Thirty-one and 13/100 (\$4331.13) Dollars, as set forth in Exhibit "A" which is attached hereto and by reference made a part hereof.

#### V.

That damage has been made upon this defendant for the bills as rendered from time to time and in the various totals as they have accumulated from time to time, and at all times defendant has refused to settle and pay said account or any part thereof.

WHEREFORE, plaintiff prays for judgment in the amount of Four Thousand Three Hundred Thirty-one and 13/100 (\$4331.13) Dollars, together

with costs and for such other and further relief as to the Court may seem proper in the premises.

WILLIAM D. MITCHELL

Attorney General of the United States

By ANTHONY SAVAGE

United States Attorney

HAMLET P. DODD

Assistant United States Attorney [4]

# 20730 } Admitted on  
Ptffs. } written stipulation.

EXHIBIT "A"

STATEMENT OF OVERTIME SERVICES RENDERED TO THE  
CANADIAN PACIFIC RAILWAY COMPANY

in the examination of passengers and crews of its steamers listed below.

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS LOUISE				
28-016	at Seattle, Washington				
2-10-32					
5-25-31	8p	10p	\$ 7.50	PR\$ 3.75	Charles W. Durkee Jr.
TOTAL				\$ 3.75	
Bill No.	PRINCESS CHARLOTTE				
28-022	at Seattle, Wash.,				
2-10-32					
5-13-31	8p	10p	\$ 7.50	\$ 3.75	Roy M. Porter
5-17-31	8p	10p	7.50	3.75	Walter P. Harris
TOTAL				\$ 7.50	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS MARGUERITE				
28-023	at Seattle, Wash.,				
2-10-32					
5- 3-31	7.15a	9.15a	\$ 6.94	\$13.88	P. G. Hall
5-10-31	7.15a	9.15a	6.94	13.88	Emerson E. David
5-17-31	7.15a	9.15a	6.94	13.88	S. G. Nelson
5-17-31	7.15a	9.15a	6.94	13.88	Ira L. Hazleton
5-24-31	8p	10p	6.94	6.94	S. G. Nelson
TOTAL				\$62.46	
Bill No.	PRINCESS KATHLEEN				
28-024	at Seattle, Wash.,				
2-10-32					
5-30-31	7.15a	9.15a	\$ 6.94	\$13.88	Emerson E. David
5-30-31	7.15a	9.15a	7.50	15.00	Walter P. Harris
5-24-31	7.15a	9.15a	6.94	13.88	P. G. Hall
5-31-31	7.15a	9.15a	6.94	13.88	Emerson E. David
TOTAL				\$56.64	
Bill No.	PRINCESS MARGUERITE				
28-038	At Seattle, Wash.				
2-24-32					
6- 7-31	7.15a	9.15a	\$ 6.39	\$12.78	Leonard I. Cornell
6-10-31	8.30p	10.00p	7.50	3.75	Roy M. Porter
6-28-31	7.15a	9.15a	6.94	PR 6.94	Howard E. Norwood
6-29-31	8.00p	9.30p	7.50	3.75	Charles W. Durkee Jr.
TOTAL				\$27.22	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-039	At Seattle, Wash.,				
2-23-32					
6- 7-31	7.15a	9.15a	\$ 7.50	PR\$ 7.50	John P. Boyd Sr.
6-14-31	7.15a	9.15a	6.94	PR 6.94	Purley G. Hall
6-14-31	7.15a	9.15a	9.72	PR 9.72	Bela E. Gowen
6-21-31	7.15a	9.15a	8.89	PR 5.93	Thomas W. Lynch
6-21-31	7.15a	9.15a	7.50	PR 7.50	Arba D. H. Jackson
6-28-31	7.15a	9.15a	7.50	PR 5.00	Louis M. Persons
TOTAL				\$42.59	[6]
Bill No.	NOOTKA				
28-062	at Seattle, Wash.				
2-25-32	<i>Stricken by stipulation—Paid</i>				
7-23-31	7.30p	8.30p	\$ 7.50	\$ 3.75	Charles W. Durkee J.
TOTAL				\$ 3.75	
Bill No.	PRINCESS KATHLEEN				
28-063	at Seattle, Wash.				
2-25-32					
7- 4-31	7.15a	9.15a	\$ 8.33	PR\$ 8.33	James P. Sanderson
7- 4-31	7.15a	9.15a	7.50	PR 7.50	Herman F. Schwandt
7- 5-31	7.15a	9.15a	7.50	PR 7.50	John P. Boyd Jr.
7- 5-31	7.15a	9.15a	9.72	PR 6.48	Joseph E. Spengler
7-12-31	7.15a	9.15a	6.94	PR 6.94	Emerson E. David
7-12-31	7.15a	9.15a	7.50	PR 7.50	Charles W. Durkee Jr.
7-19-31	7.15a	9.15a	6.94	PR 6.94	Ira L. Hazleton
7-26-31	7.15a	9.15a	7.50	PR 7.50	Roy C. Matterson
7-26-31	7.15a	9.15a	6.94	PR 3.47	Sigvald G. Nelson
TOTAL				\$62.16	

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS PATRICIA				
28-063A	at Seattle, Wash.				
2-25-32	<i>Stricken by stipulation—Paid</i>				
7- 4-31	7.00a	8.00a	\$ 7.50	\$ 3.75	Herman F. Schwandt
7- 4-31	10.00p	12.00MN	\$ 7.50	\$ 3.75	Herman F. Schwandt
7- 4-31	10.00p	11.15p	8.33	4.16	James P. Sanderson
TOTAL				\$11.66	
Bill No.	PRINCESS MARGUERITE				
28-064	at Seattle, Wash.				
2-25-32					
7- 5-31	7.30p	8.45p	\$ 9.72	\$ 4.86	Joseph E. Spengler
7-19-31	7.15a	9.15a	7.50	PR 7.50	Walter P. Harris
7-28-31	5.00p	12.00MN	7.50	PR 5.00	Charles W. Durkee Jr.
TOTAL				\$17.36	
Bill No.	PRINCESS KATHLEEN				
28-097	at Seattle, Wash.				
3-2-32					
8- 2-31	7.15a	9.15a	\$ 7.50	\$15.00	Roy M. Porter
8- 2-31	7.15a	9.15a	7.50	15.00	John H. Zumwalt
8- 9-31	7.15a	9.15a	5.83	11.66	Ray S. Steele
8-16-31	7.15a	9.15a	6.39	12.78	Leonard I. Cornell
8-16-31	7.15a	9.15a	833.	PR 8.33	John P. Boyd Sr.
8-23-31	7.15a	9.15a	6.94	13.88	Purley G. Hall
8-23-31	7.15a	9.15a	9.72	PR 14.58	Bela E. Gowen
8-30-31	7.15a	9.15a	7.50	PR 7.50	Arba D. H. Jackson
8-30-31	7.15a	9.15a	8.89	17.78	Thomas W. Lynch
TOTAL				\$116.51	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-0122	at Seattle, Wash.				
3-4-32					
8-9-31	7.15a	9.15a	\$ 8.33	\$16.66	Alfred P. Smith
(Supplemental to Bill No. 28-097)					
TOTAL				\$16.66	[7]

Bill No.	PRINCESS KATHLEEN				
28-098	at Vancouver, B.C.				
3-2-32					
8-13-31	9.30p	12.00p	\$ 6.94	\$ 3.47	John C. Bailey
8-20-31	9.30p	12.00p	7.50	3.75	John A. Wallman
8-27-31	9.30p	12.00p	6.94	3.47	Alpheus M. Illman
TOTAL				\$10.69	

Bill No.	PRINCESS MARGUERITE				
28-0134	at Seattle, Wash.				
3-7-32					
9-14-31	7.45p	10.00p	\$ 8.33	\$ 4.16	James P. Sanderson
9-14-31	7.45p	10.00p	8.33	4.16	John P. Boyd Sr.
TOTAL				\$ 8.32	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-0135	at Seattle, Wash.				
3-7-32					
9- 6-31	7.15a	9.15a	\$ 7.50	PR\$ 7.50	Howard E. Norwood
9- 6-31	7.15a	9.15a	7.50	PR 7.50	L. M. Persons
9- 7-31	7.15a	9.15a	7.50	PR 7.50	Charles W. Durkee Jr.
9- 7-31	7.15a	9.15a	8.33	16.66	Alfred P. Smith
9-13-31	7.15a	9.15a	7.50	15.00	John P. Boyd Jr.
9-13-31	7.15a	9.15a	9.72	PR 6.48	Bela E. Gowen
9-20-31	7.15a	9.15a	7.50	15.00	Herman F. Schwandt
9-20-31	7.15a	9.15a	8.33	16.66	John P. Boyd Sr.
9-27-31	7.15a	9.15a	9.72	19.44	Joseph E. Spengler
TOTAL				\$111.74	

Bill No.	PRINCESS KATHLEEN				
28-0147	at Vancouver, B.C.				
3-7-32					
9- 3-31	9.30p	11.50p	\$ 7.50	\$ 3.75	Henry T. Rowbottom
9-10-31	9.30p	12.00p	6.94	3.47	Alpheus M. Illman
9-17-31	9.30p	11.45p	7.50	3.75	John A. Wallman
9-24-31	9.30p	11.45p	6.94	3.47	Walter E. Ainsley
TOTAL				\$14.44	

Bill No.	PRINCESS CHARLOTTE				
28-0149	at Tacoma, Wash.				
3-7-32	<i>Stricken by stipulation—Paid</i>				
9- 8-31	12.01a	1.30a	\$ 8.33	\$ 4.16	Alfred Voligny
TOTAL				\$ 4.16	



Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	NOOTKA				
28-0151	at Tacoma, Wash.				
3-7-32	<i>Stricken by stipulation—Paid</i>				
9- 6-31	10.00a	11.00a	\$ 6.94	PR\$ 6.94	Wm. G. McNamara
TOTAL				\$ 6.94	[8]

Bill No.	PRINCESS KATHLEEN				
28-0159	at Seattle, Wash.				
3-11-32					
10- 4-31	7.15a	9.15a	\$ 7.50	\$15.00	Howard E. Norwood
10- 4-31	7.15a	9.15a	8.33	16.66	James P. Sanderson
10-11-31	7.15a	9.15a	6.94	13.88	Sigvald G. Nelson
10-11-31	7.15a	9.15a	7.50	PR 7.50	Herman F. Schwandt
10-18-31	7.15a	9.15a	7.50	PR 7.50	Charles W. Durkee Jr.
10-18-31	7.15a	9.15a	9.72	PR 6.48	Joseph E. Spengler
10-25-31	7.15a	9.15a	6.94	PR 6.94	Emerson E. David
10-25-31	7.15a	9.15a	7.50	15.00	John P. Boyd Jr.
TOTAL				\$88.96	

Bill No.	PRINCESS MARGUERITE				
28-0160	at Seattle, Wash.				
3-11-32					
10- 1-31	8.30p	10.30p	\$ 7.50	\$ 3.75	Charles W. Durkee Jr.
10-25-31	8.30p	10.30p	9.72	4.86	Bela E. Gowen
TOTAL				\$ 8.61	

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-0162	at Vancouver, B.C.				
3-11-32					
10- 1-31	9.30p	12.00p	\$ 6.94	\$ 3.47	Alpheus M. Illman
10- 5-31	9.30p	12.00p	6.94	3.47	John C. Bailey
10- 8-31	9.30p	12.00p	7.50	3.75	Henry T. Rowbottom
10-15-31	9.30p	11.45p	6.94	3.47	John C. Bailey
10-22-31	9.30p	11.45p	5.83	2.91	Richard Montfort
10-29-31	9.30p	12.15a	7.50	3.75	John A. Wallman
TOTAL				\$20.82	

Bill No.	PRINCESS KATHLEEN				
28-0184	at Seattle, Wash.				
3-14-32					
11- 1-31	7.15a	9.15a	\$ 7.50	\$15.00	Walter P. Harris
11- 1-31	7.15a	9.15a	6.94	13.88	Ira L. Hazleton
11- 8-31	7.15a	9.15a	6.94	13.88	Sigvald G. Nelson
11- 8-31	7.15a	9.15a	7.50	15.00	Roy C. Matterson
11-15-31	7.15a	9.15a	8.33	PR 8.33	James P. Sanderson
11-15-31	7.15a	9.15a	7.50	15.00	Roy M. Porter
11-22-31	7.15a	9.15a	9.72	PR 9.72	Joseph E. Spengler
11-22-31	7.15a	9.15a	5.83	11.66	Ray S. Steele
11-26-31	7.15a	9.15a	6.94	13.88	Leonard I. Cornell
11-26-31	7.15a	9.15a	6.94	PR 6.94	Emerson E. David
11-29-31	7.15a	9.15a	6.94	13.88	Purley G. Hall
11-29-31	7.15a	9.15a	7.50	PR 7.50	Walter P. Harris
TOTAL				\$144.67	

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS MARGUERITE				
28-0185	at Seattle, Wash.				
3-14-32					
11- 5-31	8.30p	10.30p	\$ 7.50	\$ 3.75	Charles W. Durkee Jr.
11-20-31	8.30p	10.30p	6.94	3.47	Sigvald G. Nelson
TOTAL				\$ 7.22	[9]
Bill No.	PRINCESS KATHLEEN				
28-0187	at Vancouver, B.C.				
3-14-32					
11- 5-31	9.30p	11.45p	\$ 7.50	\$ 3.75	Henry T. Rowbottom
11-12-31	9.30p	11.45p	6.94	3.47	John C. Bailey
11-19-31	9.30p	11.30p	6.94	3.47	Walter E. Ainsley
TOTAL				\$10.69	
Bill No.	PRINCESS KATHLEEN				
28-0202	at Seattle, Wash.				
3-16-32					
12- 6-31	7.15a	9.15a	\$ 8.89	\$17.78	Thomas W. Lynch
12- 6-31	7.15a	9.15a	7.50	15.00	Roy C. Matterson
12-13-31	7.15a	9.15a	7.50	15.00	Roy M. Porter
12-13-31	7.15a	9.15a	7.50	PR 7.50	Louis M. Persons
12-20-31	7.15a	9.15a	8.33	16.66	Alfred P. Smith
12-20-31	7.15a	9.15a	5.83	PR 5.83	Ray S. Steele
12-25-31	7.15a	9.15a	8.33	16.66	John P. Boyd Sr.
12-25-31	7.15a	9.15a	7.50	PR 7.50	Arba D. H. Jackson
12-27-31	7.15a	9.15a	6.94	13.88	Purley G. Hall
12-27-31	7.15a	9.15a	9.72	PR 9.72	Bela E. Gowen
TOTAL				\$125.53	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-0208	at Vancouver, B.C.				
3-16-32					
12- 3-31	9.30p	11.30p	\$ 5.83	\$ 2.91	Richard Montfort
12- 9-31	9.30p	11.45p	7.50	3.75	Henry T. Rowbottom
12-16-31	9.30p	11.45p	6.94	3.47	Alpheus M. Illman
12-17-31	9.30p	11.30p	7.50	3.75	John A. Wallman
12-23-31	9.30p	11.30p	5.83	2.91	Richard Montfort
12-24-31	9.30p	11.30p	5.83	2.91	Richard Montfort
12-30-31	9.30p	11.45p	7.50	3.75	Henry T. Rowbottom
12-31-31	9.30p	11.30p	6.94	3.47	Alpheus M. Illman
TOTAL				\$26.92	

Bill No.	PRINCESS MARGUERITE				
28-0225	at Seattle, Wash.				
3-16-32					
12- 8-31	8.30p	10.30p	\$ 7.50	\$ 3.75	Roy M. Porter
TOTAL				\$ 3.75	[10]

Bill No.	PRINCESS MARGUERITE				
28-1	at Seattle, Wash.,				
1-18-32					
1-10-32	8.30p	10.30p	\$ 9.72	\$4.86	Jos. E. Spengler
1-10-32	8.30p	10.30p	8.33	4.17	Alfred P. Smith
1-11-32	8.30p	10.30p	9.72	4.86	Bela E. Gowen
1-11-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
1-12-32	8.30p	10.30p	9.72	4.86	Bela E. Gowen
1-12-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
1-13-32	8.30p	10.30p	9.72	4.86	Bela E. Gowen
1-13-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
1-14-32	8.30p	10.30p	9.72	4.86	Bela E. Gowen

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
PRINCESS MARGUERITE (Cont.)					
1-14-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
1-15-32	8.30p	10.30p	9.72	4.86	Bela E. Gowen
1-15-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
1-16-32	8.30p	10.30p	9.72	4.86	Bela E. Gowen
1-16-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
1-17-32	8.30p	10.30p	9.72	PR 4.86	Bela E. Gowen
1-17-32	8.30p	10.30p	7.50	PR 3.75	Roy C. Matterson
TOTAL				\$69.30	

Bill No.

PRINCESS KATHLEEN

28-2

at Seattle, Wash.

1-21-32

1- 1-32	7.15a	9.15a	\$ 8.89	PR\$ 8.89	Thomas W. Lynch
1- 1-32	7.15a	9.15a	6.94	13.88	Leonard I. Cornell
1- 3-32	7.15a	9.15a	7.50	15.00	Howard E. Norwood
1- 3-32	7.15a	9.15a	7.50	15.00	Louis M. Persons
1-10-32	7.15a	9.15a	8.33	PR 8.33	Alfred P. Smith
1-10-32	7.15a	9.15a	9.72	19.44	Joseph E. Spengler
1-17-32	7.15a	9.15a	9.72	PR 7.29	Bela E. Gowen
1-17-32	7.15a	9.15a	7.50	PR 3.75	Roy C. Matterson
TOTAL				\$91.58	

Bill No.	Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
	PRINCESS MARGUERITE					
28-16	at Seattle, Wash.					
	1-18-32	8.30p	10.30p	\$ 8.33	\$ 4.17	John P. Boyd Sr.
	1-18-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
	1-19-32	8.30p	10.30p	8.33	4.17	John P. Boyd Sr.
	1-19-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
	1-20-32	8.30p	10.30p	8.33	4.17	John P. Boyd Sr.
	1-20-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
	1-21-32	8.30p	10.30p	8.33	4.17	John P. Boyd Sr.
	1-21-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
	1-22-32	8.30p	10.30p	8.33	4.17	John P. Boyd Sr.
	1-22-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
	1-23-32	8.30p	10.30p	8.33	4.17	John P. Boyd Sr.
	1-23-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
	1-24-32	8.30p	10.30p	8.33	4.17	John P. Boyd Sr.
	1-24-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
	TOTAL				\$55.44	[11]

Bill No.	PRINCESS KATHLEEN					
28-17	at Seattle, Wash.					
1-27-32						
	1-24-32	7.15a	9.15a	\$ 8.33	PR\$ 8.33	John P. Boyd Sr.
	1-24-32	7.15a	9.15a	7.50	PR 7.50	Walter P. Harris
	TOTAL				\$15.83	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS MARGUERITE				
28-23	at Seattle, Wash.				
2- 5-32					
1-25-32	8.30p	10.30p	\$ 7.50	\$ 3.75	A. D. H. Jackson
1-25-32	8.30p	10.30p	6.94	3.47	Emerson E. David
1-26-32	8.30p	10.30p	7.50	3.75	A. D. H. Jackson
1-26-32	8.30p	10.30p	6.94	3.47	Emerson E. David
1-27-32	8.30p	10.30p	7.50	3.75	A. D. H. Jackson
1-27-32	8.30p	10.30p	6.94	3.47	Emerson E. David
1-28-32	9.00p	10.30p	7.50	3.75	A. D. H. Jackson
1-28-32	9.00p	10.30p	6.94	3.47	Emerson E. David
1-29-32	8.30p	10.30p	7.50	3.75	A. D. H. Jackson
1-29-32	8.30p	10.30p	6.94	3.47	Emerson E. David
1-30-32	8.30p	10.30p	7.50	3.75	A. D. H. Jackson
1-30-32	8.30p	10.30p	6.94	3.47	Emerson E. David
TOTAL				\$43.32	
Bill No.	PRINCESS KATHLEEN				
28-24	at Seattle, Wash.				
2-5-32					
1-31-32	7.15a	9.15a	\$ 7.50	PR\$ 7.50	A. D. H. Jackson
1-31-32	7.15a	9.15a	6.94	13.88	Emerson E. David
TOTAL				\$21.38	
Bill No.	PRINCESS CHARLOTTE				
28-25	at Seattle, Wash.				
2-5-32					
1-31-32	8.30p	10.30p	\$ 7.50	\$ 3.75	A. D. H. Jackson
1-31-32	8.30p	10.30p	6.94	3.47	Emerson E. David
TOTAL				\$ 7.22	

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS MARGUERITE				
28-28	at Victoria, B.C.				
2-5-32					
1- 1-32	3.00p	5.00p	\$ 6.94	PR\$ 6.94	Earl F. Brakke
TOTAL				\$ 6.94	
Bill No.	PRINCESS KATHLEEN				
28-53	at Vancouver, B.C.				
2-17-32					
1- 6-32	10.30p	11.45p	\$ 6.94	\$ 3.47	John C. Bailey
1- 7-32	10.30p	11.45p	6.94	3.47	John C. Bailey
1-13-32	10.30p	11.45p	7.50	3.75	John A. Wallman
1-14-32	10.30p	11.45p	7.50	3.75	John A. Wallman
1-20-32	10.30p	11.45p	6.94	3.47	Walter E. Ainsley
1-21-32	10.30p	11.45p	6.94	3.47	Walter E. Ainsley
1-27-32	10.30p	11.45p	5.83	2.91	Richard Montfort
1-28-32	10.30p	11.45p	5.83	2.91	Richard Montfort
TOTAL				\$27.20	[12]
Bill No.	PRINCESS CHARLOTTE				
28-46	at Seattle, Wash.				
2-15-32					
2- 1-32	8.30p	10.30p	\$ 7.50	\$ 3.75	Roy M. Porter
2- 1-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
2- 2-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
2- 2-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
2- 3-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
2- 3-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
2- 4-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
2- 4-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
2- 5-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
2- 5-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt



Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
2- 6-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
2- 6-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
2- 7-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
2- 7-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
TOTAL				\$52.50	

Bill No.

PRINCESS KATHLEEN

28-47

at Seattle, Wash.

2-15-32

2- 7-32	7.15a	9.15a	\$ 7.50	\$15.00	Herman F. Schwandt
2- 7-32	7.15a	9.15a	7.50	15.00	Roy M. Porter

TOTAL				\$30.00	
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Bill No.

PRINCESS KATHLEEN

28-50

at Vancouver, B.C.

2-15-32

2- 3-32	9.30p	11.45p	\$ 6.94	\$ 3.47	Alpheus M. Illman
2- 4-32	9.30p	11.45p	6.94	3.47	Alpheus M. Illman

TOTAL				\$ 6.94	
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Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS CHARLOTTE				
28-64	at Seattle, Washington				
2-20-32					
2- 8-32	8.30p	10.30p	\$ 7.50	\$ 3.75	Howard E. Norwood
2- 8-32	8.30p	10.30p	5.83	2.91	Ray S. Steele
2- 9-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
2- 9-32	8.30p	10.30p	5.83	2.91	Ray S. Steele
2-10-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
2-10-32	8.30p	10.30p	5.83	2.91	Ray S. Steele
2-11-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
2-11-32	8.30p	10.30p	5.83	2.91	Ray S. Steele
2-12-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
2-12-32	8.30p	10.30p	5.83	2.91	Ray S. Steele
2-13-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
2-13-32	8.30p	10.30p	5.83	2.91	Ray S. Steele
2-14-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
2-14-32	8.30p	10.30p	5.83	2.91	Ray S. Steele
			TOTAL	\$46.62	

Bill No.	PRINCESS KATHLEEN				
28-66	at Seattle, Wash.				
2-23-32					
2-14-32	7.15a	9.15a	\$ 7.50	\$15.00	Howard E. Norwood
2-14-32	7.15a	9.15a	5.83	11.66	Ray S. Steele
			TOTAL	\$26.66	[13]

Bill No.	PRINCESS CHARLOTTE				
28-69	at Seattle, Wash.				
2-23-32					
2-15-32	8.30p	10.30p	\$ 7.50	\$ 3.75	Charles W. Durkee Jr.
2-15-32	8.30p	10.30p	6.94	3.47	Leonard I. Cornell
2-16-32	8.30p	10.30p	7.50	3.75	Charles W. Durkee Jr.

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
2-16-32	8.30p	10.30p	6.94	3.47	Leonard I. Cornell
2-17-32	8.30p	10.30p	7.50	3.75	Charles W. Durkee Jr.
2-17-32	8.30p	10.30p	6.94	3.47	Leonard I. Cornell
2-18-32	8.30p	10.30p	7.50	3.75	Charles W. Durkee Jr.
2-18-32	8.30p	10.30p	6.94	3.47	Leonard I. Cornell
2-19-32	8.30p	10.30p	7.50	3.75	Charles W. Durkee Jr.
2-19-32	8.30p	10.30p	9.72	4.86	Joseph E. Spengler
2-20-32	8.30p	10.30p	7.50	3.75	Charles W. Durkee Jr.
2-20-32	8.30p	10.30p	9.72	4.86	Joseph E. Spengler
2-21-32	8.30p	10.30p	7.50	3.75	Charles W. Durkee Jr.
2-21-32	8.30p	10.30p	9.72	4.86	Joseph E. Spengler
TOTAL				\$54.71	

Bill No.

PRINCESS KATHLEEN

28-70

at Seattle, Wash.

2-23-32

2-21-32	7.15a	9.15a	\$ 9.72	PR\$ 9.72	Joseph E. Spengler
2-21-32	7.15a	9.15a	7.50	PR 5.00	Charles W. Durkee Jr.

TOTAL				\$14.72	
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Bill No.

PRINCESS CHARLOTTE

28-88

at Seattle, Wash.

2-29-32

2-22-32	8.30p	10.30p	\$ 6.94	\$ 3.47	Purley G. Hall
2-22-32	8.30p	10.30p	7.50	3.75	John P. Boyd Jr.
2-23-32	8.30p	10.30p	6.94	3.47	Purley G. Hall
2-23-32	8.30p	10.30p	7.50	3.75	John P. Boyd Jr.
2-24-32	8.30p	10.30p	6.94	3.47	Purley G. Hall
2-24-32	8.30p	10.30p	7.50	3.75	John P. Boyd Jr.
2-25-32	8.30p	10.30p	6.94	3.47	Purley G. Hall
2-25-32	8.30p	10.30p	7.50	3.75	John P. Boyd Jr.

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
2-26-32	8.30p	10.30p	6.94	3.47	Purley G. Hall
2-26-32	8.30p	10.30p	7.50	3.75	John P. Boyd Jr.
2-27-32	8.30p	10.30p	6.94	3.47	Purley G. Hall
2-27-32	8.30p	10.30p	7.50	3.75	John P. Boyd Jr.
2-28-32	8.30p	10.30p	6.94	3.47	Purley G. Hall
2-28-32	8.30p	10.30p	7.50	3.75	John P. Boyd Jr.
TOTAL				\$50.54	

Bill No.

PRINCESS KATHLEEN

28-89

at Seattle, Washington

3-1-32

2-22-32	7.15a	9.15a	\$ 6.94	PR\$ 6.94	Purley G. Hall
2-22-32	7.15a	9.15a	7.50	PR 7.50	John P. Boyd Jr.
2-28-32	7.15a	9.15a	6.94	13.88	Purley G. Hall
2-28-32	7.15a	9.15a	7.50	15.00	John P. Boyd Jr.

TOTAL

\$43.32

[14]

Bill No.

PRINCESS CHARLOTTE

28-92

at Seattle, Wash.

3-9-32

2-29-32	8.30p	10.30p	\$ 6.94	\$ 3.47	Ira L. Hazleton
2-29-32	8.30p	10.30p	8.33	4.16	Joseph E. Gee

TOTAL

\$ 7.63

Bill No.

PRINCESS KATHLEEN

28-65

at Vancouver, B.C.

2-23-32

2-10-32	9.30p	11.45p	\$ 7.50	\$ 3.75	Henry T. Rowbottom
2-11-32	9.30p	11.30p	7.50	3.75	Henry T. Rowbottom
2-17-32	9.30p	11.45p	6.94	3.47	John C. Bailey
2-18-32	9.30p	11.30p	6.94	3.47	John C. Bailey

TOTAL

\$14.44

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-123	at Vancouver, B.C.				
3-21-32					
2- 9-32	9.30p	11.45p	\$ 5.83	\$2.91	Richard Montfort
2-24-32	9.30p	11.45p	7.50	3.75	John A. Wallman
2-25-32	9.30p	11.30p	7.50	3.75	John A. Wallman
TOTAL				\$10.41	
Bill No.	PRINCESS KATHLEEN				
28-121	at Vancouver, B.C.				
3-21-32					
3- 2-32	9.30p	11.45p	\$ 6.94	\$ 3.47	Walter E. Ainsley
TOTAL				\$ 3.47	
Bill No.	PRINCESS CHARLOTTE				
28-93	at Seattle, Wash.				
3-9-32					
3- 1-32	8.30p	10.30p	\$ 6.94	\$ 3.47	Ira L. Hazleton
3- 1-32	8.30p	10.30p	8.33	4.16	Joseph H. Gee
3- 2-32	8.30p	10.30p	6.94	3.47	Ira L. Hazleton
3- 2-32	8.30p	10.30p	8.33	4.16	Joseph H. Gee
3- 3-32	8.30p	10.30p	6.94	3.47	Ira L. Hazleton
3- 3-32	8.30p	10.30p	8.33	4.16	Joseph H. Gee
3- 4-32	8.30p	10.30p	6.94	3.47	Ira L. Hazleton
3- 4-32	8.30p	10.30p	6.94	3.47	Leonard I. Cornell
3- 5-32	8.30p	10.30p	6.94	3.47	Ira L. Hazleton
3- 5-32	8.30p	10.30p	6.94	3.47	Leonard I. Cornell
3- 6-32	8.30p	10.30p	6.94	3.47	Ira L. Hazleton
3- 6-32	8.30p	10.30p	6.94	3.47	Leonard I. Cornell
TOTAL				\$43.71	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-94	at Seattle, Wash.				
3-9-32					
3- 6-32	7.15a	9.15a	\$ 6.94	PR\$ 6.94	Leonard I. Cornell
3- 6-32	7.15a	9.15a	6.94	PR 4.63	Ira L. Hazleton
TOTAL				\$11.57	[15]

Bill No.	PRINCESS CHARLOTTE				
28-118	at Seattle, Wash.				
3-21-32					
3- 7-32	8.30p	10.30p	\$ 6.94	\$ 3.47	Sigvald G. Nelson
3- 7-32	8.30p	10.30p	7.50	3.75	Louis M. Persons
3- 8-32	8.30p	10.30p	6.94	3.47	Sigvald G. Nelson
3- 8-32	8.30p	10.30p	7.50	3.75	Louis M. Persons
3- 9-32	8.30p	10.30p	6.94	3.47	Sigvald G. Nelson
3- 9-32	8.30p	10.30p	7.50	3.75	Louis M. Persons
3-10-32	8.30p	10.30p	6.94	3.47	Sigvald G. Nelson
3-10-32	8.30p	10.30p	7.50	3.75	Louis M. Persons
3-11-32	8.30p	10.30p	6.94	3.47	Sigvald G. Nelson
3-11-32	8.30p	10.30p	7.50	3.75	Louis M. Persons
3-12-32	8.30p	10.30p	6.94	3.47	Sigvald G. Nelson
3-12-32	8.30p	10.30p	7.50	3.75	Louis M. Persons
3-13-32	8.30p	10.30p	6.94	3.47	Sigvald G. Nelson
3-13-32	8.30p	10.30p	7.50	3.75	Louis M. Persons
TOTAL				\$50.54	

Bill No.	PRINCESS KATHLEEN				
28-117	at Seattle, Wash.				
3-21-32					
3-13-32	7.15a	9.15a	\$ 6.94	PR\$ 6.94	Sigvald G. Nelson
3-13-32	7.15a	9.15a	7.50	15.00	Louis M. Persons
TOTAL				\$21.94	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS CHARLOTTE				
28-136	at Seattle, Wash.				
3-22-32					
3-14-32	8.30p	10.30p	\$ 8.33	\$ 4.16	Alfred P. Smith
3-14-32	8.30p	10.30p	8.33	4.16	James P. Sanderson
3-15-32	8.30p	10.30p	8.33	4.16	Alfred P. Smith
3-15-32	8.30p	10.30p	8.33	4.16	James P. Sanderson
3-16-32	8.30p	10.30p	8.33	4.16	Alfred P. Smith
3-16-32	8.30p	10.30p	8.33	4.16	James P. Sanderson
3-17-32	8.30p	10.30p	8.33	4.16	Alfred P. Smith
3-17-32	8.30p	10.30p	8.33	4.16	James P. Sanderson
3-18-32	8.30p	10.30p	8.33	4.16	Alfred P. Smith
3-18-32	8.30p	10.30p	8.33	4.16	James P. Sanderson
3-19-32	8.30p	10.30p	8.33	4.16	Alfred P. Smith
3-19-32	8.30p	10.30p	8.33	4.16	James P. Sanderson
3-20-32	8.30p	10.30p	8.33	4.16	Alfred P. Smith
3-20-32	8.30p	10.30p	8.33	4.16	James P. Sanderson
TOTAL				\$58.24	

Bill No.	PRINCESS MARGUERITE				
28-135	at Seattle, Wash.				
3-22-32					
3-20-32	7.15a	9.15a	\$ 8.33	PR\$ 5.55	James P. Sanderson
3-20-32	7.15a	9.15a	8.33	PR 8.33	Alfred P. Smith
TOTAL				\$13.88	[16]

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS CHARLOTTE				
28-149	at Seattle, Wash.				
3-29-32					
3-21-32	8.30p	10.30p	\$ 7.50	\$ 3.75	Walter P. Harris
3-21-32	8.30p	10.30p	8.33	4.16	Joseph H. Gee
3-22-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
3-22-32	8.30p	10.30p	8.33	4.16	Joseph H. Gee
3-23-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
3-23-32	8.30p	10.30p	8.33	4.16	Joseph H. Gee
3-24-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
3-24-32	8.30p	10.30p	8.33	4.16	Joseph H. Gee
3-25-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
3-25-32	8.30p	10.30p	9.72	4.86	Joseph E. Spengler
3-26-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
3-26-32	8.30p	10.30p	9.72	4.86	Joseph E. Spengler
3-27-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
3-27-32	8.30p	10.30p	9.72	4.86	Joseph E. Spengler
			TOTAL	\$57.47	
Bill No.	PRINCESS MARGUERITE				
28-148	at Seattle, Wash.				
3-29-32					
3-27-32	7.15a	9.15a	\$ 9.72	PR\$ 9.72	Joseph E. Spengler
3-27-32	7.15a	9.15a	7.50	15.00	Walter P. Harris
			TOTAL	\$24.72	
Bill No.	PRINCESS MARGUERITE				
28-150	at Vancouver, B.C.				
4-4-32					
3-16-32	9.30p	11.30p	\$ 6.94	\$ 3.47	Alpheus M. Illman
3-23-32	9.30p	11.45p	5.83	2.91	Richard Montfort
3-30-32	9.30p	11.45p	7.50	3.75	Henry T. Rowbottom
			TOTAL	\$10.13	



Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS CHARLOTTE				
28-165	at Seattle, Wash.				
4-7-32					
3-28-32	8.30p	10.30p	\$ 7.50	\$ 3.75	A. D. H. Jackson
3-28-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
3-29-32	8.30p	10.30p	7.50	3.75	A. D. H. Jackson
3-29-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
3-30-32	8.30p	10.30p	7.50	3.75	A. D. H. Jackson
3-30-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
3-31-32	8.50p	10.30p	7.50	3.75	A. D. H. Jackson
3-31-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
TOTAL				\$31.64	[17]

Bill No.	PRINCESS CHARLOTTE				
28-166	at Seattle, Wash.				
4-7-32					
4- 1-32	8.30p	10.30p	\$ 7.50	\$ 3.75	A. D. H. Jackson
4- 1-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
4- 2-32	8.30p	10.30p	7.50	3.75	A. D. H. Jackson
4- 2-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
4- 3-32	8.30p	10.30p	7.50	3.75	A. D. H. Jackson
4- 3-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
TOTAL				\$23.73	

Bill No.	PRINCESS MARGUERITE				
28-159	at Seattle, Wash.				
4-7-32					
4- 3-32	7.30a	9.15a	\$ 8.33	\$16.66	John P. Boyd, Sr.
4- 3-32	7.30a	9.15a	7.50	15.00	A. D. H. Jackson
TOTAL				\$31.66	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS MARGUERITE				
28-177	at Vancouver, B.C.				
4-12-32					
4- 6-32	9.30p	11.45p	\$ 7.50	\$ 3.75	John A. Wallman
TOTAL				\$ 3.75	
Bill No.	PRINCESS CHARLOTTE				
28-168	at Seattle, Wash.				
4-12-32					
4- 4-32	8.30p	10.30p	\$ 9.72	\$ 4.86	Bela E. Gowen
4- 4-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
4- 5-32	8.30p	10.30p	9.72	4.86	Bela E. Gowen
4- 5-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
4- 6-32	8.30p	10.30p	9.72	4.86	Bela E. Gowen
4- 6-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
4- 7-32	8.30p	10.30p	9.72	4.86	Bela E. Gowen
4- 7-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
4- 8-32	8.30p	10.30p	9.72	4.86	Bela E. Gowen
4- 8-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
4- 9-32	8.30p	10.30p	9.72	4.86	Bela E. Gowen
4- 9-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
4-10-32	8.30p	10.30p	9.72	4.86	Bela E. Gowen
4-10-32	8.30p	10.30p	7.50	3.75	Roy C. Matterson
TOTAL				\$60.27	
Bill No.	PRINCESS MARGUERITE				
28-169	at Seattle, Wash.				
4-12-32					
4-10-32	7.15a	9.15a	\$ 7.50	\$15.00	Roy C. Matterson
4-10-32	7.15a	9.15a	9.72	19.44	Bela E. Gowen
TOTAL				\$34.44	

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS CHARLOTTE				
28-180	at Seattle, Wash.				
4-21-32					
4-11-32	8.30p	10.30p	\$ 7.50	\$ 3.75	Howard E. Norwood
4-11-32	8.30p	10.30p	6.94	3.47	Emerson E. David
4-12-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
4-12-32	8.30p	10.30p	6.94	3.47	Emerson E. David
4-13-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
4-13-32	8.30p	10.30p	6.94	3.47	Emerson E. David
4-14-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
4-14-32	8.30p	10.30p	6.94	3.47	Emerson E. David
4-15-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
4-15-32	8.30p	10.30p	6.94	3.47	Emerson E. David
4-16-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
4-16-32	8.30p	10.30p	6.94	3.47	Emerson E. David
4-17-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
4-17-32	8.30p	10.30p	6.94	3.47	Emerson E. David
TOTAL				\$50.54	

Bill No.	PRINCESS MARGUERITE				
28-179	at Seattle, Wash.				
4-21-32					
4-17-32	7.15a	9.15a	\$ 7.50	PR\$ 7.50	Howard E. Norwood
4-17-32	7.15a	9.05a	6.94	PR 6.94	Emerson E. David
TOTAL				\$14.44	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS CHARLOTTE				
28-197	at Seattle, Wash.				
5-4-32					
4-18-32	8.30p	10.30p	\$ 7.50	\$ 3.75	Roy M. Porter
4-18-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
4-19-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
4-19-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
4-20-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
4-20-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
4-21-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
4-21-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
4-22-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
4-22-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
4-23-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
4-23-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
4-24-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
4-24-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
TOTAL				\$52.50	

Bill No.	PRINCESS MARGUERITE				
28-196	at Seattle, Wash.				
5-4-32					
4-24-32	7.15a	5.00p	\$ 7.50	PR\$ 7.50	Herman F. Schwandt
					(prorated)
4-24-32	7.15a	9.15a	7.50	15.00	Roy M. Porter
TOTAL				\$22.50	[19]

Bill No.	PRINCESS CHARLOTTE				
28-198	at Seattle, Wash.				
5-4-32					
4-25-32	8.30p	10.30p	\$ 7.50	\$ 3.75	Charles W. Durkee, Jr.
4-25-32	8.30p	10.30p	5.83	2.91	Ray S. Steele
TOTAL				\$ 6.66	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS NORAH				
28-201	at Seattle, Wash.				
5-4-32	<i>Stricken by stipulation—Paid</i>				
4-26-32	5.00p	12.30a	\$ 5.83	PR\$ 3.89	Ray S. Steele
	(prorated)				
4-26-32	10.30p	12.30a	7.50	3.75	Charles W. Durkee, Jr.
TOTAL				\$ 7.64	

Bill No.	PRINCESS MARGUERITE				
28-195	at Seattle, Wash.				
5-4-32					
4-26-32	8.30p	12.30a	\$ 7.50	PR\$ 3.75	Charles W. Durkee, Jr.
	(prorated)				
4-26-32	5.00p	12.30a	5.83	PR 3.89	Ray S. Steele
	(prorated)				
4-27-32	8.30p	10.30p	7.50	3.75	Charles W. Durkee, Jr.
4-27-32	8.30p	10.30p	5.83	2.91	Ray S. Steele
4-28-32	8.30p	10.30p	7.50	3.75	Charles W. Durkee, Jr.
4-28-32	8.30p	10.30p	5.83	2.91	Ray S. Steele
4-29-32	8.30p	10.30p	7.50	3.75	Charles W. Durkee, Jr.
4-29-32	8.30p	10.30p	5.83	2.91	Ray S. Steele
4-30-32	8.30p	10.30p	7.50	3.75	Charles W. Durkee, Jr.
4-30-32	8.30p	10.30p	5.83	2.91	Ray S. Steele
TOTAL				\$34.28	

Bill No.	PRINCESS KATHLEEN				
28-199	at Seattle, Wash.				
5-4-32					
5- 1-32	7.15a	5.00p	\$ 7.50	PR\$ 5.00	Charles W. Durkee, Jr.
	(prorated)				
5- 1-32	7.15a	9.15a	5.83	11.66	Ray S. Steele
TOTAL				\$16.66	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS MARGUERITE				
28-200	at Seattle, Wash.				
5-4-32					
5- 1-32	9.00p	11.30p	\$ 5.83	\$ 2.91	Ray S. Steele
5- 1-32	9.00p	11.30p	7.50	3.75	Charles W. Durkee, Jr.
TOTAL				\$ 6.66	[20]

Bill No.	PRINCESS MARGUERITE				
28-218	at Seattle, Wash.				
5-10-32					
5- 2-32	9.00p	11.00p	\$ 7.50	\$ 3.75	Louis M. Persons
5- 2-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
5- 3-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
5- 3-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
5- 4-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
5- 4-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
5- 5-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
5- 5-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
5- 6-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
5- 6-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
5- 7-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
5- 7-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
5- 8-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
5- 8-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
TOTAL				\$52.50	

Bill No.	PRINCESS KATHLEEN				
28-219	at Seattle, Washington				
5-10-32					
5- 8-32	7.15a	9.15a	\$ 7.50	\$15.00	Louis M. Persons
5- 8-32	7.15a	9.15a	7.50	15.00	John P. Boyd, Jr.
TOTAL				\$30.00	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS MARGUERITE				
28-232	at Seattle, Wash.				
5-18-32					
5- 9-32	9.00p	11.00p	\$ 9.72	\$ 4.86	Joseph E. Spengler
5- 9-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
5-10-32	9.00p	11.00p	9.72	4.86	Joseph E. Spengler
5-10-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
5-11-32	9.00p	11.00p	9.72	4.86	Joseph E. Spengler
5-11-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
5-12-32	9.00p	11.00p	9.72	4.86	Joseph E. Spengler
5-12-32	9.00p	11.00p			
	(prorated)		6.94	PR 2.31	Ira L. Hazleton
5-13-32	9.00p	11.00p	9.72	4.86	Joseph E. Spengler
5-13-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
5-14-32	9.00p	11.00p	9.72	4.86	Joseph E. Spengler
5-14-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
5-15-32	9.00p	11.00p	9.72	4.86	Joseph E. Spengler
5-15-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
	TOTAL			\$57.15	
Bill No.	PRINCESS KATHLEEN				
28-233	at Seattle, Wash.				
5-18-32					
5-15-32	7.15a	5.00p	\$ 9.72	PR\$12.96	Joseph E. Spengler
	(prorated)				
5-15-32	7.15a	9.15a	6.94	13.88	Ira L. Hazleton
	TOTAL			\$26.84	[21]

Service Date of	From Time	To Charged	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS MARGUERITE				
28-252	at Seattle, Wash.				
5-24-32					
5-16-32	9.00p	11.00p	\$ 8.33	\$ 4.16	Joseph H. Gee
5-16-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
5-17-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
5-17-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
5-18-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
5-18-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
5-19-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
5-19-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
5-20-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
5-20-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
5-21-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
5-21-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
5-22-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
5-22-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
TOTAL				\$53.41	

Bill No.	PRINCESS KATHLEEN				
28-253	at Seattle, Wash.				
5-24-32					
5-22-32	7.15a	9.15a	\$ 8.33	PR\$11.11	Joseph H. Gee
5-22-32	7.15a	9.15a	6.94	13.88	Leonard I. Cornell
TOTAL				\$24.99	



Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-254	at Vancouver, B.C.				
5-24-32					
5- 1-32	6.30p	7.30p	\$ 6.94	\$ 3.47	Alpheus M. Illman
5- 7-32	6.30p	7.30p	7.50	3.75	Henry T. Rowbottom
5- 8-32	6.30p	7.30p	6.94	3.47	Walter E. Ainsley
5-14-32	6.30p	7.30p	6.94	3.47	John C. Bailey
5-15-32	6.30p	7.30p	6.94	3.47	John C. Bailey
5-21-32	6.30p	7.30p	6.94	3.47	Walter E. Ainsley
5-22-32	6.30p	7.30p	6.94	3.47	Walter E. Ainsley
TOTAL				\$24.57	

Bill No.	PRINCESS MARGUERITE				
28-277	at Seattle, Wash.				
6-2-32					
5-23-32	9.00p	11.00p	\$ 8.33	\$ 4.16	James P. Sanderson
5-23-32	9.00p	11.00p	6.94	3.47	Purley G. Hall
5-25-32	9.00p	11.00p	8.33	4.16	James P. Sanderson
5-25-32	9.00p	11.00p	6.94	3.47	Purley G. Hall
5-26-32	9.00p	11.00p	8.33	4.16	James P. Sanderson
5-26-32	9.00p	11.00p	6.94	3.47	Purley G. Hall
5-27-32	9.00p	11.00p	8.33	4.16	James P. Sanderson
5-27-32	9.00p	11.00p	6.94	3.47	Purley G. Hall
5-28-32	9.00p	11.00p	8.33	4.16	James P. Sanderson
5-28-32	9.00p	11.00p	6.94	3.47	Purley G. Hall
5-29-32	9.00p	11.00p	8.33	4.16	James P. Sanderson
5-29-32	9.00p	11.00p	6.94	3.47	Purley G. Hall
TOTAL				\$45.78	[22]

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-276	at Seattle, Wash.				
6-2-32					
5-29-32	7.15a	9.15a	\$ 6.94	\$13.88	Purley G. Hall
5-29-32	7.15a	9.15a	8.33	16.66	James P. Sanderson
TOTAL				\$30.54	
Bill No.	PRINCESS MARGUERITE				
28-261	at Seattle, Wash.				
6-2-32					
5-30-32	9.00p	11.00p	\$ 9.72	\$ 4.86	Joseph E. Spengler
5-30-32	9.00p	11.30p	6.94	3.47	Sigvald G. Nelson
5-30-32	9.00p	11.30p	8.33	4.16	Alfred P. Smith
5-31-32	9.00p	11.00p	6.94	3.47	Sigvald G. Nelson
5-31-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
TOTAL				\$20.12	
Bill No.	PRINCESS KATHLEEN				
28-262	at Seattle, Wash.				
6-2-32					
5-30-32	7.15a	9.15a	\$ 8.33	\$16.66	Alfred P. Smith
5-30-32	7.15a	9.15a	6.94	PR 6.94	Sigvald G. Nelson
TOTAL				\$23.60	
Bill No.	PRINCESS LOUISE				
28-265	at Tacoma, Wash.				
6-2-32	<i>Stricken by stipulation—Paid</i>				
5-30-32	6.15a	8.00a	\$ 6.94	\$ 3.47	William G. McNamara
5-31-32	1.30a	2.45a	6.94	3.47	Leslie A. Sherby
5-31-32	1.30a	2.45a	8.33	4.16	Alfred Voligny
TOTAL				\$11.10	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS ADELAIDE				
28-278	at Seattle, Wash.				
6-3-32					
5-24-32	10.00p	12.00p	\$ 8.33	\$ 4.16	James P. Sanderson
5-24-32	10.00p	12.00p	6.94	3.47	Purley G. Hall
TOTAL				\$ 7.63	

Bill No.	PRINCESS KATHLEEN				
28-290	at Vancouver, B.C.				
6-3-32					
5-28-32	6.30p	7.30p	\$ 5.83	\$ 2.91	Richard Montfort
5-29-32	6.30p	7.30p	5.83	2.91	Richard Montfort
5-30-32	6.30p	7.30p	7.50	3.75	John A. Wallman
TOTAL				\$ 9.57	[23]

Bill No.	PRINCESS MARGUERITE				
28-295	at Seattle, Wash.				
6-6-32					
6- 1-32	9.00p	11.00p	\$ 8.33	\$ 4.16	Alfred P. Smith
6- 1-32	9.00p	11.00p	6.94	3.47	Sigvald G. Nelson
6- 2-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
6- 2-32	9.00p	11.00p	6.94	3.47	Sigvald G. Nelson
6- 3-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
6- 3-32	9.00p	11.00p	6.94	3.47	Sigvald G. Nelson
6- 4-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
6- 4-32	9.00p	11.00p	6.94	3.47	Sigvald G. Nelson
6- 5-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
6- 5-32	9.00p	11.00p	6.94	3.47	Sigvald G. Nelson
TOTAL				\$38.15	

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
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Bill No.

## PRINCESS KATHLEEN

28-296

at Seattle, Wash.

6-6-32

6- 5-32	7.15a	9.15a	\$ 6.94	PR\$10.41	Sigvald G. Nelson
6- 5-32	7.15a	9.15a	8.33	PR 8.33	Alfred P. Smith

TOTAL

\$18.74

Bill No.

## PRINCESS MARGUERITE

28-305

at Seattle, Wash.

6-16-32

6- 6-32	9.00p	11.00p	\$ 6.94	\$ 3.47	Emerson E. David
6- 6-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
6- 7-32	7.20p	11.00p	6.94	PR 2.31	Emerson E. David
6- 7-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
6- 8-32	9.00p	11.00p	6.94	3.47	Emerson E. David
6- 8-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
6- 9-32	9.00p	11.00p	6.94	3.47	Emerson E. David
6- 9-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
6-10-32	9.00p	11.00p	6.94	3.47	Emerson E. David
6-10-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
6-11-32	9.00p	11.00p	6.94	3.47	Emerson E. David
6-11-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
6-12-32	9.00p	11.00p	6.94	3.47	Emerson E. David
6-12-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen

TOTAL

\$57.15

Bill No.

## PRINCESS KATHLEEN

28-308

at Seattle, Wash.

6-16-32

6-12-32	7.15a	9.15a	\$ 6.94	PR 6.94	Emerson E. David
6-12-32	7.15a	9.15a	9.72	PR 9.72	Bela E. Gowen

TOTAL

\$16.66

[24]

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS MARGUERITE				
28-345	at Seattle, Wash.				
6-29-32					
6-13-32	9.00p	11.00p	\$ 7.50	\$ 3.75	Howard E. Norwood
6-13-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
6-14-32	9.00p	11.00p	7.50	3.75	Howard E. Norwood
6-14-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
6-15-32	9.00p	12.00MN	7.50	PR 3.75	Howard E. Norwood
6-15-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
6-16-32	9.00p	11.00p	7.50	3.75	Howard E. Norwood
6-16-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
6-17-32	9.00p	11.00p	7.50	3.75	Howard E. Norwood
6-17-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
6-18-32	9.00p	11.00p	7.50	3.75	Howard E. Norwood
6-18-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
6-19-32	9.00p	11.00p	7.50	3.75	Howard E. Norwood
6-19-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
TOTAL				\$51.66	

Bill No.	PRINCESS KATHLEEN				
28-344	at Seattle, Wash.				
6-29-32					
6-19-32	7.15a	8.30a	\$ 7.50	PR\$ 7.50	Louis M. Persons
6-19-32	7.15a	9.15a	7.50	PR 7.50	Howard E. Norwood
TOTAL				\$15.00	

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-309	at Vancouver, B.C.				
6-16-32					
6- 4-32	6.30p	7.30p	\$ 7.50	\$ 3.75	John A. Wallman
6- 5-32	6.30p	7.30p	7.50	3.75	John A. Wallman
6-11-32	6.30p	7.30p	6.94	3.47	Alpheus M. Illman
6-12-32	6.30p	7.30p	6.94	3.47	Alpheus M. Illman
TOTAL				\$14.44	

Bill No.	PRINCESS KATHLEEN				
28-331	at Vancouver, B.C.				
6-22-32					
6-18-32	6.30p	7.30p	\$ 7.50	\$ 3.75	Henry T. Rowbottom
6-19-32	6.30p	7.30p	7.50	3.75	Henry T. Rowbottom
TOTAL				\$ 7.50	

Bill No.	PRINCESS MARGUERITE				
28-360	at Seattle, Wash.				
6-8-32					
6-20-32	9.00p	11.00p	\$ 7.50	\$ 3.75	Herman F. Schwandt
6-20-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
6-21-32	9.00p	11.00p	7.50	3.75	Herman F. Schwandt
6-21-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
6-22-32	9.00p	11.00p	7.50	3.75	Herman F. Schwandt
6-22-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
6-23-32	9.00p	11.00p	7.50	3.75	Herman F. Schwandt
6-23-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
6-24-32	9.00p	11.00p	7.50	3.75	Herman F. Schwandt
6-24-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
6-25-32	9.00p	11.00p	7.50	3.75	Herman F. Schwandt

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
6-25-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
6-26-32	9.00p	11.00p	7.50	3.75	Herman F. Schwandt
6-26-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
TOTAL				\$52.50	[25]

Bill No. PRINCESS KATHLEEN  
28-362 at Seattle, Wash.  
7-8-32

6-26-32	7.15a	9.15a	\$ 7.50	\$15.00	Walter P. Harris
6-26-32	7.15a	9.15a	7.50	15.00	Herman F. Schwandt
TOTAL				\$30.00	

Bill No. PRINCESS MARGUERITE  
28-361 Seattle, Wash.  
7-8-32

6-27-32	9.00p	11.00p	\$ 7.50	\$ 3.75	Arba D. H. Jackson
6-27-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
6-28-32	9.00p	11.00p	7.50	3.75	Arba D. H. Jackson
6-28-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
6-29-32	9.00p	11.00p	7.50	3.75	Arba D. H. Jackson
6-29-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
6-30-32	9.00p	11.00p	7.50	3.75	Arba D. H. Jackson
6-30-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
TOTAL				\$31.11	

Bill No. PRINCESS KATHLEEN  
28-468 at Vancouver, B.C.  
7-28-32

6-25-32	6.30p	7.30p	\$ 5.83	\$ 2.91	Richard Montfort
6-26-32	6.30p	7.30p	5.83	2.91	Richard Montfort
TOTAL				\$ 5.82	

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS JOAN				
28-469A	at Vancouver, B.C.				
7-29-32	<i>Stricken by stipulation—Paid</i>				
6-22-32	10.40p	11.40p	\$ 5.83	\$ 2.91	Richard Montfort
TOTAL				\$ 2.91	
Bill No.	PRINCESS MARGUERITE				
28-363	at Seattle, Wash.				
7-8-32					
7- 1-32	9.00p	11.00p	\$ 7.50	\$ 3.75	Arba D. H. Jackson
7- 1-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
7- 2-32	9.00p	12.00p	7.50 PR	3.75	Arba D. H. Jackson
7- 2-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
7- 3-32	6.30p	11.30p	7.50 PR	3.75	Arba D. H. Jackson
7- 3-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
TOTAL				\$25.83	
Bill No.	PRINCESS KATHLEEN				
28-359	at Seattle, Wash.				
7-8-32					
7- 3-32	7.15a	5.00p	\$ 7.50	PR\$ 5.00	Arba D. H. Jackson
	(prorated)				
7- 3-32	7.15a	5.00p	9.72 PR	14.58	Bela E. Gowen
TOTAL				\$19.58	[26]
Bill No.	PRINCESS KATHLEEN				
28-364	at Vancouver, B.C.				
7-8-32					
7- 2-32	6.30p	7.30p	\$ 7.50	\$ 3.75	John A. Wallman
7- 3-32	6.30p	7.30p	7.50	3.75	John A. Wallman
TOTAL				\$ 7.50	



Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS MARGUERITE				
28-409	at Seattle, Washington				
7-14-32					
7- 4-32	9.00p	11.00p	\$ 6.94	\$ 3.47	Ira L. Hazleton
7- 4-32	9.00p	11.00p	7.50	3.75	Charles W. Durkee Jr.
7- 4-32	9.00p	11.00p	8.33	PR 2.08	Joseph H. Gee
7- 5-32	9.00p	11.00p	7.50	3.75	Charles W. Durkee Jr.
7- 5-32	9.00p	11.00p	8.33	PR 2.08	Joseph H. Gee
7- 6-32	9.00p	11.00p	7.50	3.75	Charles W. Durkee Jr.
7- 6-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
7- 7-32	9.00p	11.00p	7.50	3.75	Charles W. Durkee Jr.
7- 7-32	9.00p	12.30a	8.33	PR 4.16	Joseph H. Gee
7- 8-32	9.00p	11.00p	7.50	3.75	Charles W. Durkee Jr.
7- 8-32	9.00p	11.15p	8.33	PR 2.08	Joseph H. Gee
7- 9-32	9.00p	11.15p	7.50	PR 2.50	Charles W. Durkee Jr.
7- 9-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
7-10-32	9.00p	11.00p	7.50	3.75	Charles W. Durkee Jr.
7-10-32	8.00p	11.30p	8.33	PR 4.16	Joseph H. Gee
			TOTAL	\$51.35	

Bill No.	PRINCESS KATHLEEN				
28-413	at Vancouver, B.C.				
7-14-32					
7- 4-32	6.30p	7.30p	\$ 6.94	\$ 3.47	Walter E. Ainsley
7- 9-32	6.30p	7.30p	6.94	3.47	Walter E. Ainsley
7-10-32	6.30p	7.30p	6.94	3.47	Walter E. Ainsley
			TOTAL	\$10.41	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-408	at Seattle, Wash.				
7-14-32					
7- 4-32	7.15a	9.15a	\$ 7.50	\$15.00	Charles W. Durkee Jr.
7- 4-32	7.15a	9.15a	8.33	PR 12.50	Joseph H. Gee
7-10-32	7.15a	9.15a	7.50	PR 7.50	Charles W. Durkee Jr.
7-10-32	7.15a	9.15a	8.33	16.66	Joseph H. Gee
TOTAL				\$51.66	

Bill No.	PRINCESS MARGUERITE				
28-464	at Seattle, Wash.				
7-26-32					
7-11-32	9.00p	11.00p	\$ 8.33	\$ 4.16	Alfred P. Smith
7-11-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
7-12-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
7-12-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
7-13-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
7-13-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
7-14-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
7-14-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
7-15-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
7-15-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
7-16-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
7-16-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
7-17-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
7-17-32	9.00p	11.00p	7.50	3.75	John P. Boyd Jr.
TOTAL				\$55.37	[27]

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-465	at Seattle, Wash.				
7-26-32					
7-17-32	7.15a	5.00p	\$ 7.50	\$15.00	John P. Boyd Jr.
7-17-32	7.15a	5.00p	8.33	PR 12.50	Alfred P. Smith
TOTAL				\$27.50	
Bill No.	PRINCESS KATHLEEN				
28-430	at Vancouver, B.C.				
7-25-32					
7-16-32	6.30p	7.30p	\$ 6.94	\$ 3.47	Alpheus M. Illman
7-17-32	6.30p	7.30p	6.94	3.47	Alpheus M. Illman
TOTAL				\$ 6.94	
Bill No.	PRINCESS MARGUERITE				
28-474	at Seattle, Wash.				
8-4-32					
7-18-32	9.00p	11.00p	\$ 6.94	\$ 3.47	Ira L. Hazleton
7-18-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
7-19-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
7-19-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
7-20-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
7-20-32	9.00p	11.00p	9.72	4.86	Bela E. Gowen
7-21-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
7-21-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
7-22-32	10.00p	11.59p	6.94	3.47	Ira L. Hazleton
7-22-32	10.00p	11.59p	6.94	3.47	Leonard I. Cornell
7-23-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
7-23-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
7-24-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
7-24-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
TOTAL				\$52.75	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-473	at Seattle, Wash.				
8-4-32					
7-24-32	7.15a	9.15a	\$ 6.94	PR\$10.41	Leonard I. Cornell
7-24-32	7.15a	9.15a	6.94	PR 6.94	Ira L. Hazleton
TOTAL				\$17.35	[28]

Bill No.	PRINCESS MARGUERITE				
28-481	at Seattle, Wash.				
8-10-32					
7-25-32	9.00p	11.00p	\$ 7.50	\$ 3.75	Arba D. H. Jackson
7-25-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
7-26-32	9.00p	11.00p	7.50	3.75	Arba D. H. Jackson
7-26-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
7-27-32	9.00p	12.00MN	7.50	PR 3.75	Arba D. H. Jackson
7-27-32	7.00p	11.00p	7.50	PR 3.75	Walter P. Harris
7-28-32	9.00p	11.00p	7.50	3.75	Arba D. H. Jackson
7-28-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
7-29-32	9.00p	11.00p	7.50	3.75	Arba D. H. Jackson
7-29-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
7-30-32	9.00p	11.00p	7.50	3.75	Arba D. H. Jackson
7-30-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
7-31-32	9.00p	11.00p	7.50	3.75	Arba D. H. Jackson
7-31-32	9.00p	11.00p	7.50	3.75	Walter P. Harris
TOTAL				\$52.50	

Bill No.	PRINCESS KATHLEEN				
28-480-A	at Seattle, Wash.				
8-10-32					
7-31-32	7.15a	5.00p	\$ 7.50	PR\$ 7.50	Arba D. H. Jackson
7-31-32	7.15a	9.15a	7.50	15.00	Walter P. Harris
TOTAL				\$22.50	

Date of Service	Time From	Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-483	at Vancouver, B.C.				
8-10-32					
7-23-32	6.30p	7.30p	\$ 5.83	\$ 2.91	Richard Montfort
7-24-32	6.30p	7.30p	5.83	2.91	Richard Montfort
7-30-32	6.30p	7.30p	7.50	3.75	John A. Wallman
7-31-32	6.30p	7.30p	7.50	3.75	John A. Wallman
TOTAL				\$13.32	

Bill No.	PRINCESS MARGUERITE				
28-530	at Seattle, Wash.				
8-12-32					
8- 1-32	9.00p	11.00p	\$ 7.50	\$ 3.75	Herman F. Schwandt
8- 1-32	9.00p	11.00p	6.94	3.47	Purley G. Hall
8- 2-32	9.00p	11.00p	7.50	3.75	Herman F. Schwandt
8- 2-32	9.00p	11.00p	6.94	3.47	Purley G. Hall
8- 3-32	9.00p	11.00p	7.50	3.75	Herman F. Schwandt
8- 3-32	9.00p	11.00p	6.94	3.47	Purley G. Hall
8- 4-32	6.50p	11.00p	7.50	PR 3.75	Herman F. Schwandt
8- 4-32	9.00p	11.00p	6.94	3.47	Purley G. Hall
8- 5-32	9.00p	11.00p	7.50	3.75	Herman F. Schwandt
8- 5-32	9.00p	11.00p	6.94	3.47	Purley G. Hall
8- 6-32	9.00p	11.00p	7.50	3.75	Herman F. Schwandt
8- 6-32	9.00p	11.00p	6.94	3.47	Purley G. Hall
8- 7-32	9.00p	11.00p	7.50	3.75	Herman F. Schwandt
8- 7-32	8.00p	11.00p	6.94	PR 3.47	Purley G. Hall
TOTAL				\$50.54	[29]

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-529	at Seattle, Wash.				
8-12-32					
8- 7-32	7.15a	9.15a	\$ 7.50	\$15.00	Herman F. Schwandt
8- 7-32	7.15a	9.15a	6.94	13.88	Purley G. Hall
TOTAL				\$28.88	

Bill No.	PRINCESS KATHLEEN				
28-512	at Vancouver, B.C.				
8-11-32					
8- 6-32	6.30p	7.30p	\$ 7.50	\$ 3.75	Henry T. Rowbottom
8- 7-32	6.30p	7.30p	7.50	3.75	Henry T. Rowbottom
TOTAL				\$ 7.50	

Bill No.	PRINCESS MARGUERITE				
28-534	at Seattle, Wash.				
8-22-32					
8- 8-32	7.15p	11.00p	\$ 6.94	PR\$ 3.47	Ira L. Hazleton
8- 8-32	9.00p	11.00p	7.50	3.75	John P. Boyd, Jr.
8- 9-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
8- 9-32	9.00p	11.00p	7.50	3.75	John P. Boyd, Jr.
8-10-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
8-10-32	9.00p	11.00p	7.50	3.75	John P. Boyd, Jr.
8-11-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
8-11-32	9.00p	11.00p	5.83	2.91	Ray S. Steele
8-12-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
8-12-32	9.00p	11.00p	7.50	3.75	John P. Boyd, Jr.
8-13-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
8-13-32	9.00p	11.00p	7.50	3.75	John P. Boyd, Jr.
8-14-32	9.00p	11.00p	6.94	3.47	Ira L. Hazleton
8-14-32	9.00p	11.00p	7.50	3.75	John P. Boyd, Jr.
TOTAL				\$49.70	

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-535	at Seattle, Wash.				
8-22-32					
8-14-32	7.15a	5.00p	\$ 6.94	PR\$10.41	Ira L. Hazleton
8-14-32	7.15a	5.00p	7.50	PR 5.00	John P. Boyd, Jr.
TOTAL				\$15.41	

Bill No.	PRINCESS MARGUERITE				
28-583	at Seattle, Wash.				
8-24-32					
8-15-32	9.00p	11.00p	\$ 6.94	\$ 3.47	Leonard I. Cornell
8-15-32	9.00p	11.00p	7.50	3.75	Charles W. Durkee, Jr.
8-16-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
8-16-32	9.00p	11.00p	7.50	3.75	Charles W. Durkee, Jr.
8-17-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
8-17-32	9.00p	11.00p	7.50	3.75	Charles W. Durkee, Jr.
8-18-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
8-18-32	9.00p	12.00p	7.50	PR 2.50	Charles W. Durkee, Jr.
8-19-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
8-19-32	9.00p	11.00p	7.50	3.75	Charles W. Durkee, Jr.
8-20-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
8-20-32	9.00p	11.00p	7.50	3.75	Charles W. Durkee, Jr.
8-21-32	9.00p	11.00p	6.94	3.47	Leonard I. Cornell
8-21-32	9.00p	11.00p	7.50	3.75	Charles W. Durkee, Jr.
TOTAL				\$49.29	[30]

Bill No.	PRINCESS KATHLEEN				
28-582	at Seattle, Wash.				
8-24-32					
8-21-32	7.15a	5.00p	\$ 6.94	PR\$ 6.94	Leonard I. Cornell
8-21-32	7.15a	5.00p	7.50	PR 7.50	Charles W. Durkee, Jr.
TOTAL				\$14.44	

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-551	at Vancouver, B.C.				
8-23-32					
8-13-32	6.30p	7.30p	\$ 6.94	\$ 3.47	Walter E. Ainsley
8-14-32	6.30p	7.30p	6.94	3.47	Walter E. Ainsley
TOTAL				\$ 6.94	
Bill No.	PRINCESS PATRICIA				
28-563	at Tacoma, Wash.				
8-23-32	<i>Stricken by stipulation—Paid</i>				
8-11-32	7.00a	8.00a	\$ 6.94	\$ 3.47	Leslie A. Sherby
8-11-32	10.00p	11.00p	6.94	3.47	Leslie A. Sherby
8-11-32	10.00p	11.00p	6.94	3.47.	William G. McNamara
TOTAL				\$10.41	
Bill No.	PRINCESS KATHLEEN				
28-571	at Vancouver, B.C.				
8-24-32					
8-20-32	6.30p	7.30p	\$ 5.83	\$ 2.91	Richard Montfort
8-21-32	6.30p	7.30p	5.83	2.91	Richard Montfort
TOTAL				\$ 5.82	
Bill No.	PRINCESS MARGUERITE				
28-607	at Seattle, Wash.				
9-12-32					
8-22-32	6.40p	11.00p	\$ 8.33	PR\$ 4.16	Joseph H. Gee
8-22-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
8-23-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
8-23-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
8-24-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee



Date of Service	Time From	Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
8-24-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
8-25-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
8-25-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
8-26-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
8-26-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
8-27-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
8-27-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
8-28-32	9.00p	11.00p	8.33	4.16	Joseph H. Gee
8-28-32	9.00p	11.00p	7.50	3.75	Louis M. Persons
TOTAL				\$55.37	

Bill No.

PRINCESS KATHLEEN

28-606

at Seattle, Wash.

9-12-32

8-28-32	7.15a	5.00p	\$ 8.33	\$16.66	Joseph H. Gee
8-28-32	7.15a	5.00p	7.50 PR	5.00	Louis M. Persons

TOTAL

\$21.66

[31]

Bill No.

PRINCESS ALICE

28-599

at Tacoma, Wash.

9-12-32

*Stricken by stipulation—Paid*

8-25-32	6.45a	8.00a	\$ 8.33	\$ 4.16	Alfred Voligny
8-25-32	11.30p	12.30a	6.94	3.47	Leslie A. Sherby
8-25-32	11.30p	12.30a	6.94	3.47	William A. McNamara

TOTAL

\$11.10

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-602	at Vancouver, B.C.				
9-12-32					
8-27-32	6.30p	7.30p	\$ 6.94	\$ 3.47	Alpheus M. Illman
8-28-32	6.30p	7.30p	6.94	3.47	Alpheus M. Illman
TOTAL				\$ 6.94	
Bill No.	PRINCESS MARGUERITE				
28-604	at Seattle, Wash.				
9-12-32					
8-29-32	9.00p	11.00p	\$ 7.50	\$ 3.75	Howard E. Norwood
8-29-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
8-30-32	9.00p	11.30p	7.50	PR 1.87	Howard E. Norwood
8-30-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
8-31-32	9.00p	11.00p	7.50	3.75	Howard E. Norwood
8-31-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
TOTAL				\$21.85	
Bill No.	PRINCESS MARGUERITE				
28-618	at Seattle, Wash.				
9-12-32					
9- 1-32	9.00p	11.00p	\$ 8.33	\$ 4.16	Alfred P. Smith
9- 1-32	9.00p	11.00p	7.50	3.75	Howard E. Norwood
9- 2-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
9- 2-32	9.00p	11.00p	7.50	3.75	Howard E. Norwood
9- 3-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
9- 3-32	9.00p	11.00p	7.50	3.75	Howard E. Norwood
9- 4-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
9- 4-32	9.00p	11.00p	7.50	3.75	Howard E. Norwood
TOTAL				\$31.64	

Date of Service	Time From	Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS KATHLEEN				
28-619	at Seattle, Wash.				
9-12-32					
9- 4-32	7.15a	5.00p	\$ 7.50	PR\$11.25	Howard E. Norwood
	(prorated)				
9- 4-32	7.15a	9.15a	8.33	16.66	Alfred P. Smith
TOTAL				\$27.91	
Bill No.	PRINCESS KATHLEEN				
28-622	at Vancouver, B.C.				
9-12-32					
9- 3-32	6.30p	7.30p	\$ 7.50	\$ 3.75	Henry T. Rowbottom
9- 4-32	6.30p	7.30p	7.50	3.75	Henry T. Rowbottom
9- 5-32	6.30p	7.30p	6.94	3.47	Walter E. Ainsley
TOTAL				\$10.97	[32]
Bill No.	SS NOOTKA				
28-627	at Tacoma, Wash.				
9-13-32	<i>Stricken by stipulation—Paid</i>				
9- 4-32	8.00a	9.00a	\$ 8.33	\$16.66	Alfred Voligny
TOTAL				\$16.66	
Bill No.	PRINCESS MARGUERITE				
28-686	at Seattle, Wash.				
9-28-32					
9- 5-32	9.00p	12.45a	\$ 9.72	PR\$ 4.86	Joseph E. Spengler
9- 5-32	9.00p	11.00p	8.33	4.16	Alfred P. Smith
9- 5-32	9.00p	11.00p	6.94	3.47	Emerson E. David
9- 6-32	9.00p	10.30p	6.94	3.47	Emerson E. David
9- 6-32	8.30p	10.30p	7.50	3.75	Walter P. Harris

Date of Service	Time Charged From	To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
9- 7-32	8.30p	10.30p	6.94	3.47	Emerson E. David
9- 7-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
9- 8-32	7.30p	10.30p	6.94	PR 3.47	Emerson E. David
9- 8-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
9- 9-32	8.30p	10.30p	6.94	3.47	Emerson E. David
9- 9-32	8.30p	11.30p	7.50	PR 3.75	Walter P. Harris
9-10-32	8.30p	10.30p	6.94	3.47	Emerson E. David
9-10-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
9-11-32	5.00p	10.30p	6.94	PR 3.47	Emerson E. David
9-11-32	8.30p	10.30p	7.50	3.75	Walter P. Harris
TOTAL				\$55.81	

Bill No.

## PRINCESS KATHLEEN

28-683

at Seattle, Wash.

9-28-32

9- 5-32	7.15a	5.00p	\$ 8.33	PR\$11.10	Alfred P. Smith (prorated)
9- 5-32	7.15a	5.00p	6.94	PR 10.41	Emerson E. David
9-11-32	8.00a	5.00p	6.94	PR 10.41	Emerson E. David
9-11-32	8.00a	5.00p	7.50	7.50	Walter P. Harris
TOTAL				\$39.42	

Bill No.

## PRINCESS MARGUERITE

28-688

at Seattle, Wash.

9-28-32

9-12-32	8.30p	10.30p	\$ 6.94	\$ 3.47	Purley G. Hall
9-12-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
9-13-32	8.30p	10.30p	6.94	3.47	Purley G. Hall
9-13-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
9-14-32	7.00p	10.30p	6.94	PR 3.47	Purley G. Hall
9-14-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
9-15-32	8.30p	10.30p	6.94	3.47	Purley G. Hall
9-15-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
9-16-32	8.30p	10.30p	6.94	3.47	Purley G. Hall
9-16-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
9-17-32	8.30p	10.30p	6.94	3.47	Purley G. Hall
9-17-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
9-18-32	5.00p	10.30p	6.94	PR 3.47	Purley G. Hall
9-18-32	8.30p	10.30p	8.33	4.16	John P. Boyd, Sr.
TOTAL				\$53.41	[33]

Bill No. PRINCESS KATHLEEN  
28-687 at Seattle, Wash.

9-28-32

9-18-32	8.00a	5.00p	\$ 6.94	PR\$10.41	Purley G. Hall
9-18-32	8.00a	5.00p	8.33	16.66	John P. Boyd, Sr.
TOTAL				\$27.07	

Bill No. PRINCESS KATHLEEN  
28-682 at Vancouver, B.C.

9-28-32

9-17-32	10.15p	11.15p	\$ 6.94	\$ 3.47	Alpheus M. Illman
TOTAL				\$ 3.47	

Bill No. PRINCESS MARGUERITE  
28-685 at Seattle, Wash.

9-28-32

9-19-32	8.30p	10.30p	\$ 7.50	\$ 3.75	Roy M. Porter
9-19-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
9-20-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
9-20-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
9-21-32	8.30p	10.30p	7.50	3.75	Roy M. Porter

Date of Service	Time From	Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
9-21-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
9-22-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
9-22-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
9-23-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
9-23-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
9-24-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
9-24-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
9-25-32	8.30p	10.30p	7.50	3.75	Roy M. Porter
9-25-32	8.30p	10.30p	7.50	3.75	Herman F. Schwandt
9-25-32	8.30p	10.30p	9.72	4.86	Joseph E. Spengler
TOTAL				\$57.36	

Bill No.

PRINCESS KATHLEEN

28-684

at Seattle, Wash.

9-28-32

9-25-32	8.00a	5.00p	\$ 7.50	PR\$ 7.50	Herman F. Schwandt
9-25-32	8.00a	5.00p	7.50	PR 15.00	Roy M. Porter

TOTAL				\$22.50	
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Bill No.

PRINCESS KATHLEEN

28-715

at Vancouver, B.C.

10-14-32

9-24-32	10.15p	11.15p	\$ 7.50	\$ 3.75	John A. Wallman
9-25-32	9.40p	11.40p	7.50	3.75	John A. Wallman

TOTAL				\$ 7.50	
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[34]

Date of Service	Time Charged From	Time Charged To	Basic pay per Diem	Amount Due	Names of Inspectors and other employees
Bill No.	PRINCESS MARGUERITE				
28-717	at Seattle, Wash.				
10-14-32					
9-26-32	8.30p	10.30p	\$ 7.50	\$ 3.75	Howard E. Norwood
9-26-32	8.30p	10.30p	6.94	3.47	Ira L. Hazleton
9-27-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
9-27-32	8.30p	10.30p	6.94	3.47	Ira L. Hazleton
9-28-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
9-28-32	8.30p	10.30p	6.94	3.47	Ira L. Hazleton
9-29-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
9-29-32	8.30p	10.30p	6.94	3.47	Ira L. Hazleton
9-30-32	8.30p	10.30p	7.50	3.75	Howard E. Norwood
9-30-32	8.30p	10.30p	6.94	3.47	Ira L. Hazleton

**TOTAL**

\$36.10

Total amount Due to September 30, 1932

\$4331.13

Paid—

86.33

Revised total by Stipulation     \$4244.80

[Endorsed]: Filed in the United States District Court, Western District of Washington, Northern Division. Nov. 23, 1932. Ed. M. Lakin, Clerk, by S. Cook, Dputy. [35]

[Title of Court and Cause.]

ANSWER.

Comes now the defendant, Canadian Pacific Railway Company, a foreign corporation, and in answer to the plaintiff's complaint, admits, denies and alleges as follows:

I.

The defendant admits the allegations in Paragraphs I, II and III of plaintiff's complaint.

II.

Defendant denies each and every allegation in Paragraph IV of plaintiff's complaint and particularly denies that \$4,331.13 or any other sum has been earned as therein alleged.

By way of AFFIRMATIVE DEFENSE to plaintiff's complaint, the defendant alleges as follows:

I.

That it is provided in said act set forth in plaintiff's complaint that the same shall not apply to the inspection at designated ports of entry of passengers arriving by international ferries when operating on regular schedules. That the vessels mentioned in plaintiff's complaint were at all [36] times in plaintiff's complaint mentioned and are now operated on regular schedules on the connecting waterway of Puget Sound and adjacent waters between ports in British Columbia and the port of Seattle and other ports in the State of Washington, designated as ports of entry, carrying passengers and automobiles as international ferries, and



that the defendant and said vessels are exempt from the overtime provisions of said act.

WHEREFORE, defendant prays that plaintiff take nothing and that this action be dismissed, and that judgment be entered for the defendant's costs and disbursements herein to be taxed.

BOGLE, BOGLE & GATES

Attorneys for Defendant. [37]

[Endorsed]: Filed Feb. 4, 1933. [38]

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[Title of Court and Cause.]

REPLY.

Comes now the plaintiff and for reply to the Affirmative Defense of the Answer, alleges as follows:

I.

Answering Paragraph I, plaintiff denies each and every allegation therein contained and the whole thereof.

WHEREFORE, plaintiff prays for relief as prayed for in the original complaint.

ANTHONY SAVAGE

United States Attorney

HAMLET P. DODD

Assistant United States Attorney.

United States of America,  
Western District of Washington,  
Northern Division.—ss.

HAMLET P. DODD, being first duly sworn, on oath deposes and says: That he is an Assistant

United States Attorney for the Western District of Washington, and as such makes this verification for and on behalf of the United States of America, plaintiff herein; that he has read the foregoing Reply, knows the contents thereof and believes the same to be true.

HAMLET P. DODD

Subscribed and sworn to before me this 9 day of February, 1933.

JEFFREY HEIMAN

Notary Public in and for the State of Washington.

Copy Received Feb. 9, 1933.

BOGLE, BOGLE & GATES

[Endorsed]: Filed Feb. 10, 1933. [39]

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[Title of Court and Cause.]

STIPULATION WAIVING JURY TRIAL.

WITNESS the within stipulation entered into this day by and between the United States of America, plaintiff herein, by Anthony Savage, United States Attorney for the Western District of Washington, and Hamlet P. Dodd, Assistant United States Attorney for said District, and defendant Canadian Pacific Railway Company, by its attorneys, Bogle, Bogle & Gates by Norman M. Littell, whereby IT IS AGREED that trial by jury in the above entitled cause be waived, and that said cause be tried to the Court.

DATED at Seattle, Washington, this 26 day of  
September, 1933.

ANTHONY SAVAGE

United States Attorney

HAMLET P. DODD

Assistant United States Attorney

BOGLE, BOGLE & GATES

NORMAN M. LITTELL

Attorneys for Defendant.

[Endorsed]: Filed in Open Court at Time of  
Trial. Ed. M. Lakin, Clerk. By S. E. Leitch, Deputy

[Endorsed]: Filed Sep. 26, 1933. [40]

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United States District Court, Western District of  
Washington, Northern Division.

No. 20730

UNITED STATES OF AMERICA,

Plaintiff,

vs.

CANADIAN PACIFIC RAILWAY COMPANY,  
a foreign corporation,

Defendant.

JUDGMENT.

This cause coming on to be heard before the above  
entitled Court, the plaintiff being represented by  
Anthony Savage, United States Attorney for the  
Western District of Washington, and Hamlet P.

Dodd, Assistant United States Attorney for said District, and the defendant by Bogle, Bogle & Gates and Norman M. Littell, and the evidence having been presented, and the Court being duly advised in the premises; now, therefore, it is

ORDERED, DECREED and ADJUDGED that the defendant pay to the plaintiff herein FOUR THOUSAND TWO HUNDRED FORTY-FOUR and 80/100 (\$4244.80) DOLLARS, same being over-time wages on various vessels of the defendant as shown in the complaint, together with the costs in said cause.

To the foregoing order and each and every part thereof, the defendant excepts and its exceptions are allowed.

DONE IN OPEN COURT this 6 day of November, 1933.

JEREMIAH NETERER,  
United States District Judge.

Approved:

BOGLE, BOGLE & GATES,  
NORMAN M. LITTELL,  
Attorneys for Defendant.

[Endorsed]: Filed Nov. 6, 1933. [41]

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[Title of Court and Cause.]

ORDER EXTENDING TIME FOR FILING  
BILL OF EXCEPTIONS.

This matter having come on regularly for hearing upon the motion of attorneys for the defendants, Messrs. Bogle, Bogle & Gates, for an order extend-

ing the time within which to file its bill of exceptions to the decision and ruling of the court in the above entitled cause, and good cause being shown therefor, and the court being duly advised in the premises; now, therefore,

IT IS ORDERED that the time for signing, allowance, and filing of the bill of exceptions of the above named defendant is hereby extended to the 20th day of December, 1933; and

BE IT FURTHER ORDERED that the present term of this court be and the same hereby is extended for said purposes and all other purposes incident or necessary to perfecting defendant's appeal until the expiration of said extended time.

Dated this 6th day of November, 1933.

JEREMIAH NETERER,

Judge.

Approved for entry:

ANTHONY SAVAGE,

HAMLET P. DODD,

Attorneys for Plaintiff.

[Endorsed]: Filed Nov. 6, 1933. [42]

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[Title of Court and Cause.]

BILL OF EXCEPTIONS.

BE IT REMEMBERED: That heretofore, to-wit, on the 12th day of October, 1933, the above entitled cause came on for trial at Seattle, Washington, in the United States District Court for the

Western District of Washington, Northern Division, upon the issues joined herein before the Honorable Jeremiah Neterer, sitting as Judge of said court, without a jury, a jury having been duly waived by the parties by a written stipulation. [43]

Whereupon the plaintiff presented the following stipulation between the parties:

“1. That Exhibit “A” attached to the plaintiff’s complaint is a true and correct statement of the overtime charges at issue in this case and may be admitted in evidence as such, it being understood and agreed however that all special or excursion trips by the defendant’s vessel for which overtime inspection service was required should be deemed to be stricken from Exhibit “A” on the grounds that all charges for such trips have been paid, the excursion or special trips referred to are set forth on Exhibit “B” hereto attached and by this reference made a part hereof, the charges shown thereon having been paid by the defendant and shall be so marked Exhibit “A” in the original complaint.

2. That Exhibit “C”, to-wit, a statement furnished by the Department of Labor, Bureau of Immigration, relative to immigration ports of entry in the United States, be admitted as the true and correct testimony of H. R. Landis, Special Supervisor, Bureau of Immigration, Department of Labor.

3. That a report from the Acting Commissioner of Immigration, Immigration District No. 28, relative to pages 12 and 13 of Exhibit “C”, enlarging, correcting and supplementing the report of this District charges, be admitted as the true and correct

testimony of said Acting Commissioner of Immigration, said Exhibit being marked "C-1".

4. That the photographs marked "Exhibit D" and plans of the vessels involved in this case marked "Exhibit E", and steamship [44] schedule marked "Exhibit F", be admitted as true and correct representations of said vessels.

5. That steamship schedules marked Defendant's Exhibit 1, showing scheduled service of the defendant between Seattle, Vancouver and Victoria from April 17, 1931, to December, 1932, inclusive, may be admitted in evidence as a true and correct statement of said schedules during said period, and that the arrivals and departures circled in red ink indicate points at which overtime charges were made.

6. That Defendant's Exhibits No. 2, 3, and 4, representing the schedules of the Puget Sound Navigation Company's operations covering respectively the Bellingham-Victoria Service, the Bellingham-Anacortes and Sydney, B. C. service, and the Seattle-Victoria service, may be admitted in evidence as true and correct statements of the services set forth therein and of arrivals and departures at which overtime charges have been made, without prejudice to plaintiff's right to formal objection on the materiality of such evidence.

7. That Defendant's Exhibits No. 5 and 6, representing respectively the schedules of the Great Northern Railroad between Vancouver and Seattle and the North Coast Transportation Company motor coach schedule between the same points, may be admitted in evidence as true and correct statements

of the schedules therein shown, together with the arrival and departure points at which overtime service is rendered without charge for overtime service by the Immigration Inspection Service, without prejudice to plaintiff's right to formal objection on the materiality of such evidence.

8. That there may be introduced in evidence by counsel for the defendant folders or schedules and statements of steamship or ferry services, hereinbefore referred to in Plaintiff's Exhibit "C", as true and correct statements of the services therein [45] rendered and as correct statements and descriptions of the vessels rendering said services as to type of vessel, schedules, hours and other similar data which said schedules may contain.

9. That there may be introduced in evidence by counsel for the defendant any standard map of the United States or map showing the border line between Canada and the United States showing the ports of entry or other information stated in Plaintiff's Exhibit "C'." [46]

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Thereupon, the plaintiff, to maintain the issue upon its part, introduced the following evidence, to-wit:

In pursuance of the foregoing stipulation, the following exhibits were presented by the plaintiff and admitted in evidence without objection:

Plaintiff's Exhibits A and B: Exhibit A is a true and correct statement of the charges made against the defendant in this suit for overtime



immigration inspection services rendered in examining passengers entering the United States from Vancouver or Victoria, B. C. on the defendant's vessels, excepting only those items marked "Stricken" on Exhibit A and enumerated in Exhibit B, representing charges for special trips or excursions of defendant's vessels while not operating on regular schedules. Charges stated on Exhibit B were confessed and paid by the defendant.

Plaintiff's Exhibits C and C-1: Statement furnished by the Department of Labor, Bureau of Immigration, of which Exhibit C-1 is a supplemental statement correcting and enlarging the statement of Exhibit C as to Immigration District No. 28, embracing ports of entry in the Puget Sound area. These statements describe the services rendered by the United States Immigration Inspection Service and overtime charges, if any, at all ports of entry into the United States along the Canadian or Mexican border lines, and were admitted as the true and correct testimony of H. R. Landis, Special Supervisor, Bureau of Immigration, Department of Labor. It was stipulated that testimony in regard to ports of entry on the Mexican border had no material bearing on the case and it is therefore omitted from the record. This statement covers the fiscal year ending June 30, 1932, and shows the following facts:

Immigration inspection service is maintained at all ports [47] of entry along the border between Canada and the United States, a total of 108 in number, the location of said ports being indicated on the map admitted in evidence as defendant's Ex-

hibit 7, printed for convenience on the succeeding page. That all forms of transportation moving between Canada and the United States passed through the various ports of entry shown on the said map, and that all vehicles carrying passengers to the United States, to-wit, railroad trains, auto stages, private vehicles of all sorts, airplanes and vessels on the Great Lakes and connecting waterways, are met at ports of entry where they arrive and passengers thereon are examined by United States Immigration Inspectors before admission to the United States, to determine their qualifications for entry into this country.

That the hours of service of the United States Immigration Inspectors maintained at said ports of entry vary from eight to twenty-four hours per day, with one, two, or three shifts of inspectors at each port. That the number of working hours maintained at each port by Immigration Inspection Service, the type of traffic examined and the number of applicants examined for the fiscal year ending June 30, 1932, are as follows (including services maintained in five offices in Dominion of Canada, also given in Exhibit C):

Applicants  
Examined,  
Fiscal Year  
Ending  
June 30, 1932

Port of Entry	Hours of Service	Traffic Examined	
Dist. No. 3			
Yarmouth, N. S.	24 or 16 hours	Pre-examination passengers Eastern Steamship Lines to New York and Boston on Dominion-Atlantic Railway trains to Yarmouth	
			[48]
Halifax, N. S.	Time not stated	Pre-examination trans-Atlantic passengers to U. S.	
St. Johns, N. B.	16 or 24 hours	Pre-examination steamship passengers to New York and Boston	23,373
Eastport, Me.	Time not stated	Steamers to and from Grand Manan Island, 3 ferries daily from Campo Bello Island, private boats	40,316
Calais	24-hr. service	4 international bridges railroad trains	1,838,384
Vanceboro	24-hr. service	Free bridge; rail- road trains	103,304
Houlton	24-hr. service	railroad train; mostly highway traffic	335,700
Fort Fairfield	16-hr. service	railroad trains; mostly highway traffic	109,190
Limestone	16-hr. service	all highway traffic	45,704
Van Buren	24-hr. service	Free bridge traffic	323,859
Madawaska	24-hr. service	Free bridge traffic	544,659
Fort Kent	16-hr. service	Free bridge traffic	166,086
Jackman	24-hr. service	Railroad trains and highway traffic	134,525
Arnold Pond	8-hr. service	Highway traffic	14,510

Port of Entry	Hours of Service	Traffic Examined	Applicants Examined, Fiscal Year Ending June 30, 1932
Dist. No. 1 (Headquarters, Newport, Vt.)			
Beecher Falls, Vt.	16-hr. service	Highway traffic	208,743
Island Pond and Norton, Vt.	24-hr. service	Railway trains and highway traffic	Not stated
Derby Line, Vt.	24-hr. service	Highway traffic	357,870 [49]
Newport, Vt.	24-hr. service	Railroad trains	59,270
North Troy, Vt.	24-hr. service May to November inclusive : 16-hr. service December to April	Railway trains and highway traffic	108,067
East Richford, Vt.	8-hr. service	Highway traffic	35,375
Richford, Vt.	16-hr. service	Highway traffic	113,234
West Berkshire, Vt.	8-hr. service	Highway traffic	28,698
Franklin, Vt.	8-hr. service	Highway traffic	21,671
Swanton, Vt.	24-hr. service	Highway traffic	381,381
St. Albans, Vt.	16-hr. service	Railway trains	60,857
Alburg, Vt.	24-hr. service	Highway traffic	62,864
Rouses Point, N. Y.	16-hr. service	Railway and highway traffic, freight steamers and private boats and airplanes	440,134
Champlain, N. Y.	24-hr. service	Highway traffic	184,840
Mooers, N. Y.	16-hr. service	Highway traffic	40,648
Chateaugay, N. Y.	16-hr. service	Highway traffic	40,897
Malone, N. Y.	16-hr. service	Railroad trains	26,809
Trout River, N. Y.	24-hr. service	Highway traffic	171,553
Port Covington, N. Y.	16-hr. service	Highway and railroad traffic	75,638
Nyando, N. Y. (Cornwall, Ont.)	8-hr. service	Railroad trains	67,197
Louisville Landing, N. Y.	8-hr. service	Ferry service	11,350
Waddington, N. Y.	14-hr. service	Ferry service	29,895

Port of Entry	Hours of Service	Traffic Examined	Applicants Examined, Fiscal Year Ending June 30, 1932
Ogdensburg, N. Y.	18-hr. service	Ferry service	199,678
Morristown, N. Y.	16-hr. service	Ferry service	62,616
Alexandria Bay, N. Y.	8-hr. service	Ferry service	137,858
			[50]
Clayton, N. Y.	8-hr. service	Ferry service and private boats	52,438
Cape Vincent, N. Y.	8-hr. service	Ferry service	14,971
Montreal, Que.	Not stated	Pre-examination of residents of Canada and trans-Atlantic passengers to U. S.	Not stated
Quebec, Que.	Not stated	Pre-examination of Canadian residents and trans-Atlantic passengers	Not stated
Dist. No. 4 (Headquarters at Ellis Island, N. Y.)			
Albany, N. Y.	Not stated	Mail and passenger plane service	Not stated
Dist. No. 5 (Headquarters at Buffalo, N. Y.)			
Rochester, N. Y.	8-hr. service	Steamships, passenger and freight, also ferry traffic	22,205
Niagara Falls, N. Y.	14-hr. service	Railway trains, highway traffic and airplanes, 2 bridges	Not stated
Buffalo, N. Y.	16-hr. service	Railway trains, highway traffic and airplanes, 1 bridge	3,714,823
Erie, Pa.	24-hr. service	Steamships, passenger and freight	15,502
Cleveland, O.	8-hr. service July to Sept.	Steamship traffic	6,849
Dist. No. 11 (Headquarters at Detroit, Mich.)			
Sandusky, O.	Not stated	Fishing boats and passenger vessels	Not stated
Detroit, Mich.	24-hr. service	Railway trains, ferries planes and freight steamers	6,778,683

Port of Entry	Hours of Service	Traffic Examined	Applicants Examined, Fiscal Year Ending June 30, 1932
Algonac, Mich.	14-hr. service	Ferry service	44,603
Roberts Landing, Mich.	14-hr. service	Ferry service	33,093
Marine City, Mich.	14-hr. service	Ferry service	23,729
St. Clair, Mich.	14-hr. service	Ferry service	15,668
Port Huron, Mich.	18-hr. service	Railroad trains and ferry	562,342
Sault Ste. Marie, Mich.	8-hr. service	Railway trains, ferries and freight steamers	Not stated
Dist. No. 14 (Headquarters at Chicago, Ill.)			
Gary, Ind.	Not stated	Freight steamers	
Chicago, Ill.	Not stated	Freight steamers	
Milwaukee, Wis.	Not stated	Freight steamers	
Dist. No. 18 (Grand Forks, N. D.)			
Duluth, Minn.	Not stated	Freight steamers Sunday and holiday passenger steamers	4,092
Mineral Center, Minn. (Pigeon River Bridge)	Not stated	Highway traffic, passenger and freight steamers	50,764
Ranier, Minn.	14-hr. service	Railway trains and ferry. Pedestrians on railroad bridge	11,998
International Falls, Minn.	24-hr. service	Toll bridge	273,197
Baudette, Minn.	Not stated	Railway traffic and ferry	35,894
Warroad, Minn.	18-hr. service	Railway trains and highway traffic	19,079
Richardson's Bridge, Minn.	8-hr. service	Highway traffic	2,971 [52]
Pine Creek, Minn.	8-hr. service	Highway Traffic	6,248
Noyes, Minn.	24-hr. service	Highway traffic and railroad trains	102,875
Pembina, N. D.	24-hr. service	Highway traffic, trains and airplanes	63,046

Applicants  
Examined,  
Fiscal Year  
Ending  
June 30, 1932

Port of Entry	Hours of Service	Traffic Examined	
Neche, N. D.	16-hr. service	Highway and railroad train traffic	32,830
Walhalla, N. D.	8-hr. service	Railroad and highway traffic	7,109
Hannah, N. D.	8-hr. service	Highway traffic	5,915
Sarles, N. D.	8-hr. service	Highway traffic	3,954
St. John, N. D.	16-hr. service	Railroad and highway traffic	14,331
Dunseith, N. D.	8-hr. service	Highway traffic	4,523
Carbury, N. D.	8-hr. service	Highway traffic	3,906
Westhope, N. D.	8-hr. service	Highway traffic	7,278
Sherwood, N. D.	8-hr. service	Highway traffic	34,469
Portal, N. D.	14-hr. service	Railroad and highway traffic	99,328
Noonan, N. D.	8-hr. service	Highway traffic	14,831
Ambrose, N. D.	8-hr. service	Highway traffic	15,834
Westby, Mont.	8-hr. service	Highway traffic	3,155
Raymond, Mont.	8-hr. service	Highway traffic	3,433
Whitetail, Mont.	8-hr. service	Highway traffic	3,790
Scobey, Mont.	8-hr. service	Highway traffic	5,649
Opheim, Mont.	8-hr. service	Highway traffic	2,644
Winnipeg, Man.	Not stated	Railroad traffic	13,608
Turner, Mont.	Not stated	Railroad traffic	2,015
Havre, Mont.	8-hr. service	Highway traffic	2,784
Sweetgrass, Mont.	16 to 24 hr. service	Railroad and highway traffic	112,046 [53]
Babb (Piegan), Mont.	8-hr. service	Highway traffic	20,037
Rooseville, Mont.	8-hr. service	Highway traffic	4,960
Gateway, Mont.	8-hr. service	Railroad and highway traffic	5,310
Eastport, Ida.	12 to 24 hour service	Railroad and highway traffic	24,466
Porthill, Ida.	8-hr. service	Highway traffic	14,938
Metaline Falls, Wash.	8-hr. service	Highway traffic	11,646
Northport, Wash.	8-hr. service	Highway and railroad traffic	10,395

Port of Entry	Hours of Service	Traffic Examined	Applicants Examined, Fiscal Year Ending June 30, 1932
Laurier, Wash.	8-hr. service	Railroad and highway traffic	8,562
Danville, Wash.	8-hr. service	Railroad and highway	8,562
Ferry, Wash.	Not stated	Highway traffic	2,370
Oroville, Wash.	16-hr. service	Highway traffic	28,090
Spokane, Wash.	8-hr. service	Airplane traffic	Not stated
Blaine, Wash.	Peach Arch, 16-hr. service, Pacific Highway 24 hours summer and 18 hours winter	Highway traffic and railroad trains	468,166
Lynden, Wash.	15-hr. service	Highway traffic	24,887
Sumas, Wash.	16-hr. service	Railroad trains and highway traffic	169,564
Port Angeles, Wash.	10-hr. service	Ferry service to Sydney, B. C.	23,058
		(Overtime charged against PSN Co. ferries operating daily on regular schedule)	
Anacortes, Wash.	8-hr. service	Steamers and PSN Co. ferries to Sydney, B. C.	6,582
		(Overtime charged against PSN Co. ferries operating daily on regular schedule)	
Bellingham, Wash.	8-hr. service	Miscellaneous steamers and Bellingham-Victoria ferry service of PSN Co.	7,857
		(Overtime charged against PSN Co. ferries operating daily on regular schedule)	



Port of Entry	Hours of Service	Traffic Examined	Applicants Examined, Fiscal Year Ending June 30, 1932
Aberdeen, Wash.	8-hr. service	Ocean steamers	Not stated
Tacoma, Wash.	8-hr. service	Miscellaneous ocean traffic	Not stated
Seattle, Wash.	8-hr. service	Canadian Pacific (defendant's) vessels from Victoria and Vancouver, N. C.	71,540
		P. S. N. Co.	7,119
		All others	147

That across the entire border line at all of the foregoing ports, no overtime charges are collected or demanded by the Immigration Inspection Service for overtime services rendered in examining passengers arriving in the United States upon railroad trains<sup>1</sup>, automobile stages, aircraft, vessels on the Great Lakes and connecting waterways operating on regular schedules, or for overtime services rendered in examining passengers arriving through tunnels or over bridges connecting Canada and the United States. That the only ports of entry at which charges have been made for inspection services on carriers running on regular schedules between Canada and the United States having arrivals at

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Footnote<sup>1</sup>: Excluded from consideration as immaterial in the case are the charges for overtime services rendered by inspectors who go up into Canada to make inspections while riding on railroad trains bound for the United States, such extra services being for accommodation of carriers and passengers to prevent delay at ports of entry and not included herein.

ports of entry after 5 P. M. and before 8 A. M. are (1) the ports on Puget Sound, to-wit, Port Angeles (Victoria, B. C.-Port Angeles ferries), Anacortes (Sidney, B. C.-Anacortes ferries), Bellingham (Sidney, B. C.-Bellingham ferries), and Seattle; (2) ports on the east coast of the United States where coastwise vessels ply between Yarmouth and Halifax, [55] N. S., St. Johns, N. B., and Boston and New York. That the vessels last referred to are those of the Eastern Steamship Company leaving Yarmouth and Halifax, N. S. daily during the three months tourist season, and from two to four times a week during the remaining nine months of the year, and leaving St. Johns for Boston and New York three times a week during the tourist season and twice a week for the balance of the year.

That all of the regular scheduled arrivals at the ports in the Puget Sound area first mentioned above, to-wit, Port Angeles, Anacortes, Bellingham and Seattle, are arrivals of Puget Sound Navigation Company ferries plying between such ports and Victoria or Sidney, B. C. on Vancouver Island, with the exception of the arrivals of defendant's vessels at the Port of Seattle from Victoria or Vancouver, B. C.

Plaintiff's Exhibit D: Photographs of defendant's vessels operating on Victoria-Seattle schedule.

Plaintiff's Exhibit E: Plans of defendant's vessels operating on Victoria-Seattle schedule.

Plaintiff's Exhibit F: Schedule of operations of defendant's vessels operating on Victoria-Seattle-Vancouver-Seattle schedules, showing the gross tonnage, passenger capacity and number of state-rooms. [56]

Whereupon the plaintiff called

OSCAR W. DAMM,

Deputy Collector of Customs at the Port of Seattle, who testified that the three vessels of the defendant involved in this suit, the "PRINCESS MARGUERITE", "PRINCESS KATHLEEN" and "PRINCESS CHARLOTTE", were daily entered and cleared by the witness as they came in and went out of the Port of Seattle. Mr. Damm testified that the vessels were classified by the Steamboat Inspection Service as foreign passenger vessels.

Whereupon the plaintiff rested and the defendant, to sustain the issues on its part, introduced the following evidence:

In pursuance of the stipulation appearing above defendant introduced the following exhibits, which were admitted without objection:

Defendant's Exhibit 1: Schedules of the "PRINCESS MARGUERITE", "PRINCESS KATHLEEN", and "PRINCESS CHARLOTTE" running between Seattle and Victoria, B. C. With slight and immaterial changes in the time of departure and arrival, the said vessels operated during all of the period in controversy on the schedules stated below, the arrivals FOR WHICH OVERTIME IS CHARGED against the defendant being shown in *Italics*:

Lv. Victoria, B. C.	4:30 P. M.	Lv. Vancouver, B. C.	11:30 P. M.
<i>Arr. Seattle</i>	<i>9:00 P. M.</i>	<i>Arr. Seattle</i>	<i>8:00 A. M.</i>
<hr/>		<hr/>	
Lv. Seattle	9:00 A. M.	Lv. Seattle	11:30 P. M.
Arr. Victoria, B. C.	1:15 P. M.	Arr. Vancouver, B. C.	8:00 A. M.

Defendant's Exhibit 2: Puget Sound Navigation Company's schedule of ferry service between Bellingham, Washington, and Victoria, B. C., and between Port Angeles, Washington, and Victoria, B. C., the daily arrival at Port Angeles requiring overtime inspection service and **FOR WHICH OVERTIME IS CHARGED** against the Navigation Company being shown in Italics:

Lv. Victoria, B. C.	8:00 A. M.
Arr. Bellingham	12:00 Noon
Lv. Bellingham	12:30 P. M.
Arr. Victoria	4:30 P. M.
Lv. Victoria	5:00 P. M.
Arr. <i>Port Angeles</i>	<i>6:40 P. M.</i>
Lv. Port Angeles	7:15 P. M.
Arr. Victoria	8:55 P. M.

Defendant's Exhibit 3: Puget Sound Navigation Company schedule for ferry service between Bellingham, Anacortes and Sidney, B. C., showing that the ferries "CITY OF ANGELES" and "ROSARIO" depart from Anacortes and Bellingham each morning at 6:30 A. M. and 10:45 A. M., respectively, for Sidney, B. C. and leave Sidney, B. C. at 11:15 A. M. and 4:30 P. M., respectively, and arrive at the port of entry, Anacortes, at 2:35 P. M. and 9:00 P. M., respectively, daily, the last arrival requiring overtime immigration inspection service, **FOR WHICH OVERTIME IS CHARGED**.

Defendant's Exhibit 4: Puget Sound Navigation Company schedule of Seattle-Victoria service of the S. S. "IROQUOIS", showing a daily de-

parture from Seattle for Victoria at midnight, and a daily departure from Victoria, B. C. for Seattle at 10:15 A. M. and arrival in Seattle daily at or about 6:00 P. M., which said arrival requires overtime immigration inspection service **FOR WHICH OVERTIME IS CHARGED** against the aforesaid company. [58]

Defendant's Exhibit 5: Showing Great Northern Railroad schedule of trains between Seattle and Vancouver, showing two trains daily to Vancouver from Seattle and two trains daily from Vancouver at 8:30 A. M. and 5:30 P. M. respectively, arriving at port of entry, Blaine, at 9:55 A. M. and 6:55 P. M. respectively, the last arrival requiring overtime immigration inspection service **FOR WHICH NO OVERTIME HAS EVER BEEN CHARGED** against the Great Northern Railroad Company.

Defendant's Exhibit 6: Schedule of the North Coast Transportation Company operating auto stages between Vancouver and Seattle, Washington, showing six passenger stages per day from Seattle to Vancouver and six stages from Vancouver to Seattle, operating on regular schedules, three of which arrive at port of entry, Blaine, Washington, *after 5:00 P. M.*, requiring overtime immigration inspection service, **FOR WHICH NO OVERTIME HAS EVER BEEN CHARGED** against the North Coast Transportation Company.

Defendant's Exhibit 7: Map of the United States-Canadian border line, with the locations of ports of entry mentioned in plaintiff's Exhibits C and C-1, the ports at which **NO OVERTIME IS**

CHARGED against carriers operating on regular schedules and arriving after 5:00 P. M. and before 8:00 A. M. being shown by red marks, and ports of entry at which OVERTIME IS CHARGED being shown by a blue circle. [59]

Defendant's Exhibit 8: A chart of Puget Sound, showing Vancouver Island and the main highway thereof terminating at Victoria, B. C., and the route of the defendant's vessels to Seattle from Victoria; showing also the runs of the Puget Sound Navigation Company ferries mentioned in Exhibits 2, 3 and 4; also the Great Northern Railway and North Coast Transportation Company route between Vancouver and Seattle.

Defendant's Exhibit 9: Showing schedules of steamship services on the Great Lakes and connecting waterways, Canadian steamship lines, Cleveland & Buffalo Steamship Line, Northern Navigation Company; showing vessels arriving at ports of entry on the Great Lakes, mentioned in plaintiff's exhibits C and C-1, for which no overtime charge is made for inspection of passengers against vessels operating on regular schedules, and showing routes of vessels from Canadian ports to American ports of entry, varying from 196 miles over Lake Superior from Port Arthur, Ontario, to Duluth, Minnesota, to 42 miles over Lake Ontario from Toronto, Ontario, to Buffalo, New York.

Defendant's Exhibit 10: Eastern Steamship Company schedules showing vessels and services mentioned in plaintiff's exhibits C and C-1, testimony of H. R. Landis, showing ocean-going coastwise vessels

operating between Halifax and Yarmouth, Nova Scotia, and St. Johns, New Brunswick, the distances traveled being as follows:

Yarmouth, N. S. to New York.....	461 miles
Yarmouth, N. S. to Boston.....	237 miles
St. Johns, N. B. to Boston.....	286 miles

and the vessels rendering the service being of the following sizes and capacities: [60]

Name	Displacement Tonnage	Number of Berths
S. S. "ACADIA"	10,000 Tons	750
S. S. "YARMOUTH"	7,000 Tons	750
S. S. "EVANGELINE"	7,000 Tons	750
S. S. "SAINT JOHN"	10,000 Tons	750

This exhibit also shows scores of coast towns at which the vessels of the line stop along the route, showing the coastwise character of the service.

Defendant's Exhibit 11: Committee reports in the House of Representatives and United States Senate (S. 1126; H. R. 3309), reporting favorably on Overtime Act and showing the purpose thereof, to wit, that the act was aimed at the arrival of an increasing number of ocean vessels and passengers thereon at irregular, unanticipated hours after 5:00 P. M. and before 8:00 A. M., requiring special overtime service from United States Immigration Inspectors, both reports citing the following figures, among others:

“The following summary for the month of March, 1930, at the Port of New York, is both

recent and informative on the subject of overtime—

Arriving passenger steamers from foreign ports requiring assignment of immigration inspectors	278
Number of same requiring overtime duty	41
Number of inspectors performing overtime, each occasion	1 to 16
Total number of overtime hours in which inspection occurred	130
Grand total hours of overtime of all inspectors	833''

Defendant's Exhibit 12: Regulations of the Department of Labor, Bureau of Immigration, pertaining to administration of the Overtime Act at issue, and Comptroller General's decision construing the same.

Defendant's Exhibit 13: Pictures of defendant's vessels [61] used on Seattle-Victoria run, showing handling of vehicular traffic and deck space therefor and method of ingress and egress.

Defendant's Exhibit 14: Plans of automobile decks showing accommodations for vehicular traffic on each vessel.

Defendant's Exhibit 15: Showing the following traffic carried between Victoria and Seattle and Vancouver and Seattle between March 1, 1932, and February 28, 1933:



## PASSENGERS CARRIED

Month		4:30 PM Vic. Sea.	9:00 AM Sea. Vic.	9:00 AM Sea. Van.	11:40 PM Van. Sea.	1:00 AM Vic. Sea.	11:30 PM Sea. Van.
March	1932	1,358	1,048	322	833	—	943
April	1932	1,412	1,249	377	656	—	970
May	1932	2,577	2,403	584	499	707	939
June	1932	2,490	2,332	1,979	664	610	1,299
July	1932	4,534	4,721	2,504	788	826	1,410
August	1932	3,789	3,917	3,870	741	902	1,571
Sept.	1932	3,614	3,118	1,254	865	286	1,276
Oct.	1932	1,463	1,234	522	744	—	824
Nov.	1932	1,247	1,120	211	579	—	875
Dec.	1932	1,336	1,282	181	542	—	776
Jan.	1933	1,001	805	172	617	—	700
Feb.	1933	709	602	165	483	—	561
Totals		25,530	23,831	12,141	8,011	3,331	12,144

Total passengers from Vancouver and Victoria to Seattle.....45,387

Total passengers from Seattle to Vancouver and Victoria.....48,116

## AUTOMOBILES CARRIED

Month		4:30 PM Vic. Sea.	9:00 AM Sea. Vic.	9:00 AM Sea. Van.	11:40 PM Van. Sea.	1:00 AM Vic. Sea.	11:30 PM Sea. Van.
March	1932	49	37	—	5	—	11
April	1932	73	54	3	11	—	11
May	1932	131	110	1	9	45	6
June	1932	129	96	2	7	40	13
July	1932	247	192	4	15	53	9
Aug.	1932	231	195	10	7	86	13
Sept.	1932	219	138	2	15	26	13
Oct.	1932	88	68	3	12	—	5
Nov.	1932	45	44	—	14	—	7
Dec.	1932	38	34	—	5	—	3
Jan.	1933	29	15	—	12	—	9
Feb.	1933	31	21	—	9	—	3
Totals		1,310	1,004	25	121	250	103

[62]

Total automobiles from Vancouver and Victoria to Seattle.....1,498

Total automobiles from Seattle to Vancouver and Victoria.....1,132

Defendant's Exhibit 16: Defendant's folder advertising ferry service in the waters of Puget Sound, said folder showing, among other things, a map with "Ferry Routes" marked thereon, to and from Vancouver Island and the mainland on the Canadian and the American sides. Said folder invites travelers to "drive your car on board", states the schedules shown in defendant's Exhibit 1, and shows the automobile rates from Seattle to Victoria, Seattle to Vancouver, and between other points.

Defendant's Exhibit 17: Schedule showing the relation of overtime charges to revenues derived from the passenger business of the defendant's vessels from January to June inclusive of 1932. [63] Said schedule shows the following totals:

Total passengers from Victoria and Vancouver, B. C. to Seattle.....	19,659
Total passenger revenues.....	\$46,465.55
Total overtime bills.....	\$ 2,127.53
Ratio, overtime charges to gross revenue .....	4½%

Defendant's Exhibit 18: Pictures of Puget Sound Navigation Company vessels referred to in Exhibits 2, 3 and 4, to-wit, Puget Sound Navigation Company ferries, plying between Bellingham and Victoria and Port Angeles and Victoria, between Anacortes and Sidney, B. C., and between Seattle and Victoria.

Defendant's Exhibit 19: Rules and regulations of the Board of Supervising Inspectors—

Bays, Sounds and Lakes, other than the Great Lakes (March 2, 1931).

This book of regulations issued by the United States Department of Commerce for the Steamboat Inspection Service contains in Rule VII, page 126, the entire regulations in regard to "Ferry Boats". The only requirement specified for the qualification of a vessel as a "ferry" is that—

"All ferry boats of more than seventy-five gross tons carrying passengers for hire, the construction of which is commenced after March 31, 1913, shall be supplied with a sufficient number of water-tight bulkheads to float the vessel if any compartment is flooded."

The balance of the regulation provides that life-saving equipment shall be approved by the Steamboat Inspectors, that there shall be life preservers on board for all persons, that fire apparatus shall be provided as on any passenger steamer of equal size.

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Whereupon the defendant called

Captain CYRIL NEROUTSOS,

who being first duly sworn on oath said that he was the [64] manager of the British Columbia Steamship Service of the Canadian Pacific Railway Company, operating the vessels involved in this case. Captain Neroutsos, after testifying as to the fore-

(Testimony of Captain Cyril Neroutsos.)

going position and his services for the company since 1911, as either Marine Superintendent or General Manager, testified as follows:

That defendant's Exhibit 1 is a true statement of the schedules of the defendant's vessels operating in Puget Sound during the period involved in this controversy. That the direct run from Victoria, B. C. to Seattle and return, leaving Victoria at about 4:30 P. M. and arriving at Seattle at 9:00 P. M., had been established in 1903 and had been maintained ever since as a daily schedule with slight variations in the hour of departure and arrival. That defendant's exhibit 13 includes pictures of the defendant's vessels "PRINCESS CHARLOTTE", "PRINCESS KATHLEEN", and "PRINCESS MARGUERITE", as shown thereon, showing the main deck or automobile deck, and the approach and method by which automobiles are embarked and disembarked at Victoria and Seattle. That the "PRINCESS KATHLEEN" and "PRINCESS MARGUERITE" were built for this particular purpose of carrying a large number of passengers and their automobiles, if any, and to operate in the inland waters of Puget Sound, particularly between Seattle and Victoria. That said vessels receive the automobile traffic from Victoria on Vancouver Island and transport the same to Seattle and vice versa. That the traffic is a part of the current of passenger and automobile traffic from the mainland to Nanaimo on Vancouver Island, down the highway to Victoria and thence to Seattle

(Testimony of Captain Cyril Neroutsos.)

or vice versa from Vancouver down the mainland to Seattle and thence to Victoria and up the Vancouver Highway.

That in reference to the charts of Puget Sound waters (defendant's Exhibit 8), all points shown on the charts, to-wit, [65] Bellingham, Anacortes, Seattle and Port Angeles on the American side of the border line, and Victoria, Sidney and Nanaimo on Vancouver Island and Vancouver on the mainland, were all connections of the various routes operated in the district on the waters of Puget Sound, and that the Puget Sound Navigation Company routes and those of the defendant were interlocking routes. That the companies operating over these routes between the various points interchange tickets and passengers with each other, to the end that they are linked one with the other, rendering the same automobile ferry service to and from all of the points named by means of the vessels pictures in plaintiff's Exhibit D and defendant's exhibits 13, 14 and 18.

That the defendant had a cooperating arrangement with the Puget Sound Navigation Company in the operation of these international services and that the defendant had transported passengers and their cars from Victoria to Seattle during all the years since the service was put into effect in 1903, although the automobile traffic had greatly increased in recent years. That the automobiles of passengers were handled by driving the car on the defendant's vessels, the passenger being given a baggage check

(Testimony of Captain Cyril Neroutsos.)

therefor. That the automobiles are handled as the personal baggage of the owner. That the car enters the ships of the defendant just as it left the highway, with gasoline in the car, and with the ignition of the car not disconnected.

That the customary method of handling automobiles on ocean-going vessels is to have the car drained of gasoline, hoisted up and lowered into the ship's hold and booked as freight, and not as passenger baggage. That a bill of lading is usually issued for such a shipment and in many cases the cars are crated.

That in respect to the vessels of the Eastern Steamship [66] Company, referred to in defendant's Exhibit 10, operating between Halifax and St. Johns, New Brunswick, and Yarmouth, Nova Scotia, and coast ports of the United States, these vessels were steamships built of a heavy structure forward for ocean-going travel; that the bulkhead from the forecastle head to the passenger accommodations were built of heavy steel construction to resist heavy seas, just as in the case of trans-Atlantic vessels. That the Eastern Steamship Company vessels, "YARMOUTH" and "EVANGELINE" (7,000 tons displacement), and the "ST. JOHNS" and "ARCADIA" (10,000 tons displacement) were built for and operated in ocean-going operations, whereas the vessels of the defendant here at issue are an evolution of the steamboat or small steamers which formerly operated in Puget Sound, side-wheelers and stern-wheelers which did not have to suffer any great stress of weather and

(Testimony of Captain Cyril Neroutsos.)

ran on short routes. That the vessels of the defendant are constructed for inland waters only and that the vessels are constructed with open salon decks opening out on the main deck and surrounded by glass windows looking out over the fore deck. That said construction could never stand heavy seas but was for sheltered inland waters and short runs. That furthermore, the vessels of the defendant company were from 2,000 to 3,000 tons smaller than the vessels of the Eastern Steamship Company plying in the North Atlantic. The latter vessels have 750 berths, whereas the defendant's vessels have from 206 to 290 berths. That the defendant's vessels, constructed in Scotland, had to be brought to this port under a special permit, were not permitted to carry passengers, and that the window and forward bulkhead had to be protected with steel and heavy lumber to protect them from the sea during the voyage from Scotland to this port.

That the plans contained in the folio marked "Exhibit 14" [67] show the main deck plans of the defendant's vessels for the accommodation of automobiles.

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Whereupon the defendant called

Mr. H. W. SCHOFIELD,

who testified as follows; after being first duly sworn:

That he was the District Passenger Agent for the Canadian Pacific Railway Company and the British

(Testimony of Mr. H. W. Schofield.)

Columbia Coastal Steamship Service and had occupied that position since 1926 and prior to that time had served as chief clerk, same department, where he had been employed by the defendant company for 21 years. That Exhibit 15 had been prepared under his supervision and instruction and was a correct statement of the automobile and passenger traffic between Seattle and Victoria, B. C. and correctly represented all other information contained in said exhibit.

That Exhibit 16 represented a schedule of the defendant offered to the public showing its various services on Puget Sound and inviting the public to use the ferry service provided for automobiles and passengers to points indicated therein. That said advertising matter as well as other forms of advertising matter were distributed and broadcast throughout the Pacific Coast region.

That defendant's Exhibit 17 showing the passenger revenues from January to June, 1932, on defendant's vessels from Victoria and Vancouver to Seattle, compared to the overtime charges made as charged in this suit, showed the overtime charges to be four and one-half per cent of the gross revenues.

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Whereupon the defendant called

Captain A. M. PEABODY,

who testified as follows, after being first duly sworn: [68]



(Testimony of Captain A. M. Peabody.)

That he was the President of Puget Sound Navigation Company and had served in that capacity since 1929, and prior thereto had been Vice-President and Secretary of the company since 1926. That the witness had been at sea about ten years prior thereto and had an unlimited master's license.

That the Puget Sound Navigation Company was entirely separate and independent of and competitive with the defendant company but that both companies rendered similar services in the same territory and performed the same service to the public. That the tickets of the defendant company and the Puget Sound Navigation Company were interchangeable, so that passengers could travel on either line of vessels.

That defendant's Exhibits 2, 3 and 4 correctly represented the operating schedules of the Puget Sound Navigation Company ferries between Anacortes, Bellingham and Sidney, Port Angeles and Victoria, Seattle and Victoria.

That Exhibit 18 showed the ferries "ROSARIO", "CITY OF ANGELES", "PUGET", "IROQUOIS" and "OLYMPIC", built to render ferry service between the points indicated in British Columbia and Puget Sound ports; that the routes marked in blue pencil on defendant's Exhibit 8 were those representing international ferry operations of Puget Sound Navigation Company. That the Puget Sound Navigation Company advertised to the public that ferry service for passengers and vehicles would be supplied to and from all of said points.

(Testimony of Captain A. M. Peabody.)

That the aforesaid vessels of the Puget Sound Navigation Company were classified as "ferry vessels" by the United States Steamboat Inspection Service and that the witness was familiar with the requirements of United States Steamboat Inspection Service for classifying vessels as ferries; that the Puget Sound Navigation Company had had vessels changed from the classification of [69] "passenger vessels" to that of "ferry vessels" in pursuance of Rule VII of the Regulations of the Steamboat Inspection Service (Ex. 19, p. 126). That the only requirement of the Steamboat Inspection Service in changing a vessel from passenger vessel to ferry vessel was that the vessel have water-tight compartments so that any one of the compartments could be filled with water and the vessel would remain afloat, and that an inspection was made to determine whether the bulkheads dividing the vessel were water-tight in accordance with these regulations. That in lieu of bulkheads the Steamboat Inspection Service permitted air tanks for buoyancy to be placed in the ship and would still classify it as a ferry vessel. That there is no requirement whatsoever as to the form, shape, construction of the vessel (except as to the bulkheads mentioned) or as to the manner of ingress or egress of vehicular traffic. That practically all of the vessels of the Puget Sound Navigation Company were formerly passenger vessels and were converted to ferry vessels which in some cases necessitated the additional bulkhead to meet the requirements of

(Testimony of Captain A. M. Peabody.)

the ferry classification, but that these were the only requirements.

That the witness was familiar with the vessels of the defendant company rendering the services above described on Puget Sound and that there was nothing in the United States Steamboat Inspection Service regulations which would prevent the classification of said defendant's vessels as ferries if they were owned by an American owner and application was made to the United States Steamboat Inspection Service for classification as ferries. That said vessels could be classified as ferries without any doubt, providing they satisfied the bulkhead requirement.

That Exhibit 19 was a true and correct statement of the traffic carried by Puget Sound Navigation Company on the run [70] indicated between Puget Sound ports and Victoria and Sidney, B. C., indicated in Exhibits 1, 2, 3 and 4. That the defendant and the Puget Sound Navigation Company have a cooperative arrangement whereby the tickets of each company can be used on the vessels of either company going to and from Puget Sound ports to the British Columbia ports named by whichever route the passenger prefers, but that there is no interlocking ownership at all between the two companies, that the businesses are highly competitive, and that the Puget Sound Navigation Company gets all the business it can at all times.

Whereupon the defendant rested and the plaintiff stated that it had no further testimony to offer. Thereupon the defendant made the following motion:

“MOTION FOR SPECIAL FINDINGS AND CONCLUSIONS OR, IN THE ALTERNATIVE, FOR JUDGMENT.

“Comes now the defendant and moves the court to find specially that the operations carried on by the defendant in connection with which overtime of immigration inspectors is sought to be collected constitutes the operation of international ferries exempted from liability for such overtime pursuant to the proviso of Title 8, U. S. C. A., Section 109B, and to find therefrom that the defendant is not liable for the overtime of immigration inspectors sought to be recovered in this action.

In the alternative, that the court grant judgment in favor of the defendant.”

Whereupon the court denied the defendant's motion to enter special findings, and denied the defendant's motion in the alternative for judgment in its favor, to which rulings and each and every part thereof the defendant excepted and its exception was allowed.

Whereupon the court took the case under advisement until October 9, 1933, on which date the court entered its memorandum decision as follows, to-wit: [71]

In the United States District Court for the Western District of Washington, Northern Division.

No. 20730

UNITED STATES OF AMERICA,

Plaintiff,

vs.

CANADIAN PACIFIC RAILWAY COMPANY,  
a foreign corporation,

Defendant.

October, 1933.

### DECISION.

The plaintiff has brought this action to recover compensation for overtime service performed by employees of the immigration service, as provided by Act approved March 2, 1931 (8 USCA 109a, b, and Department of Labor General Order 175, issued April 27, 1931.

The court finds the following facts:

The defendant is a foreign corporation operating a *lien* of steamships on the waters of Puget Sound, the Gulf of Georgia, Straits of De Fuca, and the Pacific Ocean, and operates a triangular service between Seattle, Victoria and Vancouver, B. C., over waters classified by the United States Department of Commerce by the Pilot Rules for Inland Waters as a portion of the high seas. (Page 14), two steamers going in opposite directions: Victoria, Seattle and Vancouver; and Victoria, Vancouver and Seattle, on regular daily schedule. Day service: Leave Vancouver 10:30 A.M., arrive Victoria 3

P.M., leaving Victoria 3:45 P.M., arrive Seattle 8:30 P.M.; Leave Seattle 9 A.M., arrive Victoria 2 P.M., arrive Vancouver 6:30 P.M. [72] Night service: Leave Seattle 11:30 P. M., arrive Vancouver 8 A.M.; leave Vancouver 1 P.M., arrive Seattle 7:30 A.M. The service between Victoria and Seattle was inaugurated in 1903, and the triangular service in 1908.

It is testified that the vessels used were designed and constructed for this particular service to "carry a large number of passengers and accommodate the automobiles and passengers that traveled with them, and some mail and minor shipments of cargo in the way of small shipments of perishables; but, in the main, they are passenger steamers and carry a large number of passengers, and of recent years the growth of automobile traffic necessitated further development of that type, and the Princess Marguerite and the Princess Kathleen are the outgrowth of this development."

Defendant has no license or franchise to operate a ferry line with these vessels. The defendant is operating regular ferry lines between Nanaimo and Vancouver; Sidney and Anacortes; Victoria and Port Angeles, but on these ferry routes the conventional open-end type of ferry boats are used.

The vessels, for the examination of the passengers and crews of which overtime pay is sought, are: Princess Kathleen, tonnage 2875.12, passengers 1280; berths 290; Princess Charlotte, tonnage 3924.74, passengers 600, berths 230; Princess Louise, tonnage 4031.92, passengers 400, berths 262; Prin-

cess Adelaide, tonnage 3061, passengers 400, berths 206; Princess Marguerite, tonnage, passengers and berths not given. Each vessel, also, has a spacious dining room. In the advertising matter of the defendant, these vessels are referred to as "Princess Liners", and are classified by the United States Steamboat Inspection Service as foreign passenger steamers. The distance from Victoria to Vancouver is approximately 85 miles; from Victoria to Seattle, 81 miles; from Vancouver to Seattle, 145 miles. Vancouver is approx- [73] imately 25 miles north of the International Boundary, and Seattle is approximately 120 miles south of it. The route from Seattle to Vancouver crosses the waters of Puget Sound, Straits of Georgia and a part of the high sea, and is in a general parallel course to the coast line and shore line of the Great Northern Railway running from Seattle to Vancouver. The Puget Sound Navigation Company operates an international passengers, etc., ferry service, but its vessels are all built upon the conventional ferryboat lines, with open end for embarking and departing automobiles and passengers.

During the period from March 1, 1932, to February 28, 1933, the defendant carried from Vancouver and Victoria to Seattle, 45,387 passengers; from Seattle to Vancouver and Victoria, 48,116; 1498 automobiles from Vancouver and Victoria to Seattle, and 1133 automobiles from Seattle to Vancouver and Victoria. Automobiles are embarked and debarked from the defendant's vessels at side port or gangway. Some of the older vessels had to have

the gangway opened wider to accommodate the automobiles.

Overtime charges amount to \$4248.80.

From the foregoing facts the conclusion must follow:

That the defendant's boats in issue are not international ferries within the exception of section 109b, Title 8 USCA:

“Provided, that this section shall not apply to the inspection at designated ports of entry of passengers arriving by international ferries, bridges or tunnels, or by aircraft, railroad trains, or vessels on the Great Lakes and connecting waterways, when operating on regular schedules (March 2, 1931, c. 368, sec. 2, 46 Stat. 1467).

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ANTHONY SAVAGE, U. S. Attorney,  
HAMLET P. DODD, Asst. U. S. Atty.,

For Plaintiff;

BOGLE, BOGLE & GATES,

For Defendant. [74]

NETERER, District Judge:

A ferry line is a creation of local franchise after finding of necessity, after notice and formal hearing by local authority, and may be intrastate, interstate, and by the same token, international. Vol. 6, Title 32, secs. 5462-5486, Rem. Comp. Stat. of Washington. The type of the vessels and the service rendered, aside from the local license or franchise, ob-



viously determine the character of the service. The vessels are of the ocean liner type, with a deck arrangement for automobiles with other cargo, all embarking and debarking at the side port or gangway. The spacious dining room service and berths and sleeping apartments indicates comfort and service, other than ferry service. A ferry is a service of necessity, for the common good, to reach a point across a stream, lagoon or lake, or bay. The service of the vessels in issue predominates in no such service, but rather offers a privilege to view the scenic beauties afforded by the many islands of the San Juan Archipelago of Puget Sound, pronounced by tourists to equal the beauties of the Thousand Islands of the Gulf of St. Lawrence, and is said the picturesque sunset is not surpassed by the sunset of the Bay of Naples, and give, instead of a ferry service, a delightful scenic service and service competitive—not necessary—with the almost parallel line of the railway and the Pacific Highway, a public thoroughfare between Seattle and Vancouver, B. C., for a distance of approximately 145 miles. Nor does the service furnish a connecting link for highway traffic. (Of course, highways emanate from each city terminus of the steamship line where the ships berth at the ocean docks.) A ferry may be said to be a necessary service by specially constructed boat to carry passengers and property across rivers or bodies of water from a place on one shore to a point conveniently opposite on the other shore and in continuation of a highway making connections [75] with a thoroughfare at each terminus.

Anciently, a ferry performed the same service of carry people and cargo across a river small lagoon or narrow lake on the watercraft as was later, and is, carried by a bridge structure above the water. This service was extended to larger lakes and other larger bodies of water in extension of, or forming a connecting link to highways.

The distance from Seattle to Vancouver over the defendant's route and the distance between the same points over the line of railway and public highway are approximately the same. The court judicially knows that the Pacific Highway is a construction according to the modern scientific conception of hard surface highway, with the distance approximately the same as the railway or the steamboat route.

Defendant has no license or franchise to operate a ferry within the boundaries of the state of Washington. The police power of the state, no doubt, extends to regulation of a ferry operating in and into the state, if interstate or foreign commerce is not directly burdened. *St. Claire Co. v. I. S. & C. T. Co.*, 192 US 454. Nor has the Congress the power to interfere with police regulation relating exclusively to internal affairs. Regulation of operation of international ferries within the state is feasible without violation of international custom or law. *United States v. DeWitt*, 76 US 41 (9 Wall.). Nor is the United States concerned with conditions in which internal trade may be carried on. *The Trade-mark Cases*, 100 U.S. 82. Nor to the reasonable regulation of wharves, piers, docks, boat lands, etc. *Cannon v. New Orleans*, 87 U.S. 577 (20 Wall.)

Nor establishment of ferries. *Conway v. Taylor's Executors*, 1 Black 603.

It is obvious from the conventional seagoing construction of the vessels, the character of the service rendered and absence of compliance or attempt to comply with local ferry laws, the defendant was not and is not operating the vessels in issue as an [76] international ferry, and therefore within the exception 109b, Title 8, USCA; and judgment must follow for the plaintiff.

.....  
United States District Judge. [77]

and the court ordered that said memorandum decision be entered as its findings of fact and conclusions of law, and the defendant took exception to said memorandum decision and each and every part thereof and to said order adopting the court's decision as its findings of fact and conclusions of law, and each and every part thereof, which exceptions were duly allowed. Thereupon the court entered its order and judgment for the plaintiff, to which order and each and every part thereof, the defendant excepted and its exceptions were allowed. Each of said exceptions of the defendant were based upon the grounds set forth by said defendant in its memorandum of authorities in support of its motion for judgment in its favor, to-wit, upon the ground that the defendant was entitled to have judgment entered in its favor dismissing the plain-

tiff's action as a matter of law and on the ground that the statutes authorizing the Bureau of Immigration, Department of Labor, to collect overtime pay from certain carriers for the examination of passengers arriving at ports of entry of the United States after 5:00 P. M. and before 8:00 A. M. does not apply to the defendant or to the examination of passengers arriving by its vessels described in this suit, and on the ground that the proviso of the act authorizing payment of overtime to Immigration Inspectors specifically exempts from such charges the defendant's vessels operating as international ferries, and on the ground that the vessels of the defendant described in this suit are international ferries within the meaning of the aforesaid proviso, and on the ground and for the reason that the rulings of the court disregarded the intent and purpose of the aforesaid act and the intent and purpose of the proviso thereof exempting regular scheduled traffic between the United States and Canada, and on the ground that the court's rulings and the aforesaid con- [78] struction of said statute effect an unjust discrimination against the defendant which would render the aforesaid statute unconstitutional.

At the trial of said cause plaintiff's Exhibits "A" to "F" inclusive and defendant's Exhibits 1 to 20 inclusive were admitted in evidence, said Exhibits being attached hereto.

And at the trial of said cause such proceedings were had and such evidence was offered and such motions and such rulings by the court were made,

and such exceptions were taken and saved at the respective times of the several rulings and actions excepted to as herein indicated in the foregoing pages. Inasmuch as the matters and things above set forth do not fully appear of record, the said defendant, the Canadian Pacific Railway Company, tenders and presents the foregoing as its Bill of Exceptions in said cause and prays that the same may be settled, allowed, signed and sealed and made a part of the record in said cause by this Honorable Court pursuant to law in such cases.

Which is accordingly done and ordered by the court on this 20th day of December, 1933, in term.

JEREMIAH NETERER,

District Judge.

Now in furtherance of justice and that right may be done, the defendant tenders and presents the foregoing as its bill of exceptions in the above entitled cause and prays that the same may be settled, allowed, signed and certified as provided by law.

BOGLE, BOGLE AND GATES,

Attorneys for Defendant.

The foregoing bill of exceptions is approved as to form: ~~Offered~~ for Entry.

*Approved*

ANTHONY SAVAGE

By HAMLET P. DODD

[Endorsed]: Filed Dec. 20, 1933. [79]

[Title of Court and Cause.]

PETITION FOR APPEAL.

To the Honorable Jeremiah Neterer, District Judge:

The above named defendant feeling aggrieved by the judgment entered against it herein in the above entitled cause on the 6th day of November, 1933, does hereby appeal from said judgment and each and every part thereof, and from each and every adverse ruling made in the above entitled cause, to the United States Circuit Court of Appeals for the Ninth Circuit, for the reasons set forth in the assignment of errors filed herewith, and it prays that its appeal be allowed, and that citation be issued as provided by law and that a transcript of the record, proceedings and documents upon which said judgment was based, duly authenticated, be sent to the United States Circuit Court of Appeals for the Ninth Circuit, under the rules of said court in such cases made and provided.

And your petitioner further prays that the proper order relating to the required security to be required of it be made.

CANADIAN PACIFIC RAILWAY COMPANY,  
a corporation, defendant and appellant.

By Bogle, Bogle & Gates,

Its Attorneys [80]

Appeal allowed, to operate as a supersedeas, upon the petitioner filing a bond in the sum of

\$7500.00, with sufficient surety, to be conditioned as required by law.

JEREMIAH NETERER,  
District Judge.

Copy received Dec. 20, 1933.

HAMLET P. DODD,  
Asst. U.S. Atty.

[Endorsed]: Filed Dec. 20, 1933. [81]

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[Title of Court and Cause.]

ASSIGNMENTS OF ERROR.

Comes now the defendant in the above entitled cause and files its assignments of error upon which it relies upon the prosecution of the appeal in the above entitled cause from the judgment entered herein by this Honorable Court on the 6th day of November, 1933:

1. That the United States District Court for the Western District of Washington, Northern Division, erred in entering judgment for the plaintiff against the defendant for wages claimed by the plaintiff to be due and payable to United States Immigration Inspectors on account of overtime immigration inspection service rendered to passengers on the defendant's vessels arriving at Seattle, Washington, daily on regular schedules, after 5:00 P. M. and before 8:00 A. M.

2. That the said court erred in holding that defendant's vessels operating on regular schedules

between Vancouver, B. C. and Seattle, and Victoria, B. C. and Seattle, were subject to the overtime immigration inspection service charges as provided in the Act of March 2, 1931 (8 U. S. C. A. 109a, b) and in failing to hold that said vessels were exempt from the said overtime immigration inspection service charged by reason of the following proviso of the above quoted act: [82]

“Provided that this action shall not apply to the inspection at designated ports of entry of passengers arriving by international ferries, bridges or tunnels, or by aircraft, railroad trails, or vessels on the Great Lakes or connecting waterways, and operating on regular schedules.”

3. That the said court erred in failing to find that Congress intended, in adopting the foregoing proviso of the Overtime Act, to exempt from the payment of overtime charges all vessels rendering international ferry service on regular schedules across the border line between Canada and the United States, and in failing to find that the defendant's vessels between Victoria and Seattle and Vancouver and Seattle were rendering such services, and in failing to enter the defendant's proposed findings of fact and conclusions of law.

4. That the said court erred in holding that the said vessels of the defendant were not “international ferries” within the meaning of the foregoing proviso because the defendant had no franchise to operate international ferries and because the defendant's vessels had “side ports” for the ingress



and egress of vehicular traffic instead of entrances at the bow and stern of said vessels, as is usual in the "conventional ferry boats"; and in holding that the design and construction of said vessels determine whether or not they are "international ferries" within the meaning of the proviso, and in failing to hold that the character of the service rendered and not the design of the vessels determines their status under the act and their right to exemption from overtime charges.

5. That said court erred in failing to hold that the construction placed upon the aforesaid act by the Bureau of Immigration, Department of Labor, in holding that defendant's vessels operating between Victoria and Seattle and Vancouver and Seattle were [83] *were* not "international ferries" entitled to exemption from overtime immigration inspection service charges, constituted an arbitrary and unlawful construction of said act which renders the same unconstitutional, in that said construction of the act constitutes an unlawful and arbitrary discrimination against this defendant and in favor of common carriers of passengers competing with the defendant and rendering the same or similar services between Canada and the United States.

6. That the said court erred in failing to enter judgment of dismissal.

7. That the said court erred in denying defendant's and appellant's motion to judgment in its favor.

WHEREFORE, the defendant and appellant prays that the said judgment of the said District

Court may be reversed, and that the said court be ordered to enter judgment of dismissal, and for such other and further relief as to the court may seem just and proper.

BOGLE, BOGLE & GATES,  
Attorneys for Defendant and Appellant.

Copy received 12/20/33.

HAMLET P. DODD.

[Endorsed]: Filed Dec. 20, 1933. [84]

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[Title of Court and Cause.]

NOTICE OF APPEAL.

TO: ANTHONY SAVAGE, UNITED STATES  
ATTORNEY, AND TO HAMLET P. DODD,  
ASSISTANT UNITED STATES ATTOR-  
NEY:

NOTICE IS HEREBY GIVEN that the defend-  
ant and appellant Canadian Pacific Railway Com-  
pany hereby appeals to the United States Circuit  
Court of Appeals for the Ninth Circuit from the  
judgment of dismissal entered herein on the 6th  
day of November, 1933, and from each and every  
part thereof, and from each and every adverse rul-  
ing in the above entitled cause.

CANADIAN PACIFIC RAILWAY  
COMPANY

By BOGLE, BOGLE & GATES,  
Its Attorneys.

Copy Received Dec. 20th, 1933.

HAMLET P. DODD.

[Endorsed]: Filed Dec. 20, 1933. [85]

[Title of Court and Cause.]

SUPERSEDEAS AND COST BOND ON  
APPEAL.

KNOW ALL MEN BY THESE PRESENTS:

That we, CANADIAN PACIFIC RAILWAY COMPANY, a corporation organized and existing under and by virtue of the laws of the Dominion of Canada, licensed to do business in the State of Washington, as principal, and PACIFIC INDEMNITY COMPANY, a corporation, duly incorporated under the laws of the State of California and authorized to transact the business of surety in the State of Washington, as surety, are held and firmly bound unto the United States of America, plaintiff in the above entitled cause, in the full sum of Seven Thousand five hundred dollars (\$7500.00) lawful money of the United States to be paid to it, to which payment well and truly to be made we bind ourselves jointly and severally, and our successors and assigns, by these presents.

Sealed with our seals and dated this 20th day of December, 1933.

WHEREAS, the above named principal has prosecuted an appeal to the United States Circuit Court of Appeals for the Ninth Circuit to reverse the judgment of the United States District Court for the Western District of Washington, Northern Division, made and entered on the 6th day of November, 1933. [86]

NOW, THEREFORE, the condition of this obligation is such that if the above named principal shall prosecute its said appeal to effect, and if it fail

to make its plea good shall answer all damages and costs, then this obligation shall be void; otherwise to remain in full force and effect.

CANADIAN PACIFIC RAILWAY  
COMPANY, a corporation,

By BOGLE, BOGLE & GATES,  
PRINCIPAL.

PACIFIC INDEMNITY COMPANY,

[Seal] a corporation,

By CASSIUS E. GATES,

Attorney in Fact

SURETY.

The foregoing bond and the sufficiency of the surety thereon are approved as a supersedeas bond on appeal.

Dated this 20th day of December, 1933.

JEREMIAH NETERER,

District Judge.

Received copy of the foregoing bond this 20th day of December, 1933.

ANTHONY SAVAGE,

United States District Attorney.

[Endorsed]: Filed Dec. 20, 1933. [87]

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[Title of Court and Cause.]

STIPULATION.

IT IS HEREBY STIPULATED by and between the parties hereto, acting through their respective counsel, as follows:

WHEREAS the defendant is appealing from the decision of the District Court for the Western District of Washington, Northern Division, and judgment entered in favor of the plaintiff in the above entitled cause, and it is the desire of both parties to stipulate for the omission of certain matter from the transcript of record and for the printing of certain exhibits as a part of the transcript of record on appeal;

NOW, THEREFORE the parties stipulate as follows:

1. In respect to plaintiff's Exhibit C and C-1, it is stipulated that that portion of the said exhibits which refers to ports of entry along the Mexican borderline of the United States has no material bearing upon this cause of action in any way and may be omitted from the transcript of record, to-wit, that portion of said statement in Exhibit C which relates to immigration districts Nos. 10, 22, 25, and 31, beginning on page 13 of said statement and concluding on page 16 thereof.

That plaintiff's Exhibits C and C-1 by error and inadvertence failed to give the number of applicants for admission to the United [88] States at the port of Seattle during the fiscal year ending June 30, 1932, and that such statement be and the same hereby is deemed to be amended to include and show the following applicants for admission at the port of Seattle, and to show the steamship line landing said passengers at Seattle, for the fiscal year ending June 30, 1932:

Passengers arriving by Canadian Pacific Railway (defendant's) vessels .....	71,540
Passengers arriving by Puget Sound Naviga- tion Company vessels .....	7,119
Passengers arriving by Pacific Steamship Company, Grace Line and other vessels.....	147
	<hr/>
Total	78,806

2. That the following exhibits shall be printed as a part of the transcript of record and that all other exhibits shall not be printed but shall be referred to the Circuit Court of Appeals:

Plaintiff's Exhibit D and that much of Exhibit F which shows the name, size and capacity of defendant's vessels;

Defendant's Exhibits 7, 13 and 18.

ANTHONY SAVAGE

HAMLET P. DODD

Attorneys for Plaintiff.

BOGLE, BOGLE & GATES,

By Norman M. Littell

Attorneys for Defendant.

[Endorsed]: Filed Dec. 20, 1933. [89]

[Title of Court and Cause.]

ORDER REGARDING PRINTING AND  
TRANSMITTING EXHIBITS.

IT IS ORDERED, ADJUDGED AND DECREED that the following exhibits in this cause shall be printed and that all other exhibits be trans-

mitted to the Circuit Court of Appeals with the transcript of record on appeal:

Plaintiff's Exhibit D and that much of Exhibit F which shows the name, size and capacity of defendant's vessels:

Defendant's Exhibits 7, 13 and 18.

Done in open court this 20th day of December, 1933.

JEREMIAH NETERER,  
District Judge.

Copy received and approved Dec. 20, 1933.

HAMLET P. DODD.

[Endorsed]: Filed Dec. 20, 1933. [90]

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[Title of Court and Cause.]

PRAECIPE FOR TRANSCRIPT OF RECORD  
ON APPEAL.

To the Clerk of the above entitled Court:

You will please prepare the record on appeal to the United States Circuit Court of Appeals for the Ninth Circuit in the above cause, to consist of all necessary papers, including the following:

1. Complaint;
2. Answer to complaint; and reply.
3. Stipulation waiving jury;
4. Judgment of dismissal;
5. Order extending time for filing bill of exceptions, and extending term of court;
6. Bill of exceptions;

7. Petition of appeal and order allowing appeal;
8. Assignments of error;
9. Citation on appeal;
10. Notice of appeal;
11. Stipulation regarding contents of transcript of record;
12. Order transmitting exhibits;
13. Supersedeas bond on appeal and order of approval; [91]
14. This praecipe;
15. Clerk's certificate.

You are requested, except upon this praecipe, to omit all captions except names of papers, to omit all acceptances of services except instruments Nos. 6, 9, 10 and 15, to omit verifications on instruments Nos. 1 and 2, and to omit filing endorsements except the date thereof.

BOGLE, BOGLE & GATES,  
Attorneys for Defendant.

Received copy of the above praecipe this 20th day of December, 1933.

HAMLET P. DODD,  
United States District Attorney.

[Endorsed]: Filed Dec. 20, 1933. [92]



[Title of Court and Cause.]

CERTIFICATE OF CLERK U. S. DISTRICT  
COURT TO TRANSCRIPT OF RECORD.

United States of America,  
Western District of Washington.—ss.

I, Ed. M. Lakin, Clerk of the above entitled Court do hereby certify that the foregoing typewritten transcript of record, consisting of pages numbered from 1 to 92, inclusive, is a full, true and complete copy of so much of the record, papers and other proceedings in the above and foregoing entitled cause, as is required by praecipe of counsel filed and shown herein, as the same remain of record and on file in the office of the Clerk of the said District Court at Seattle, and that the same constitute the record on appeal herein from the judgment of said United States District Court for the Western District of Washington to the United States Circuit Court of Appeals for the Ninth Circuit.

I further certify that the following is a true and correct statement of all expenses, costs, fees and charges incurred in my office by or on behalf of the appellant for making record, certificate or return to the United States Circuit Court of Appeals for the Ninth Circuit, to wit: [93]

Clerk's fees (Act of Feb. 11, 1925) for making record, certificate or return, 232 folios	
at 15¢ per folio,	\$ 34.80
Appeal fee (Sec. 5 of Act)	5.00
Certificate of Clerk to Transcript of Record	.50
Certificate of Clerk to Original exhibits	.50
	<hr/>
Total	\$ 40.80

I further certify that the above cost for preparing and certifying record, amounting to \$40.80, has been paid to me by the attorneys for the appellant.

I further certify that I transmit herewith the original citation issued in the above entitled cause.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the official seal of the said District Court, at Seattle, in said District, this 3d day of January, 1934.

[Seal]

ED. M. LAKIN,

Clerk of the United States District Court,  
Western District of Washington,

By T. W. Egger, Deputy Clerk. [94]

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[Title of Court and Cause.]

CITATION ON APPEAL.

United States of America,  
Western District of Washington,  
County of King.—ss.

TO: THE UNITED STATES OF AMERICA,  
plaintiff and appellee, and to ANTHONY  
SAVAGE, United States District Attorney, its  
attorney:

GREETING:

YOU AND EACH OF YOU are hereby cited and admonished to be and appear at the United States Circuit Court of Appeals for the Ninth Circuit in the City of San Francisco, State of California, thirty days from and after the day this citation bears date, pursuant to an order allowing an appeal

filed and entered in the Clerk's office in the District Court of the United States for the Western District of Washington, Northern Division, from a judgment against the defendant, signed, filed and entered on the 6th day of November, 1933, in that certain suit being at law No. 20730, wherein the Canadian Pacific Railway Company is defendant and appellant, and you are plaintiff and appellee, to show cause, if any there be, why the judgment rendered against the said defendant and appellant should not be corrected and why justice should not be done to the parties in that behalf.

WITNESS the Honorable Jeremiah Neterer, United States [95] District Judge for the Western District of Washington, Northern Division, this 20 day of December, 1933.

[Seal]

JEREMIAH NETERER

Copy received this 20 day of December, 1933.

ANTHONY SAVAGE

United States District Attorney.

[Endorsed]: Filed Dec. 20, 1933. [96]

[Endorsed]: No. 7366. United States Circuit Court of Appeals for the Ninth Circuit. Canadian Pacific Railway Company, a foreign corporation, Appellant, vs. United States of America, Appellee. Transcript of Record. Upon Appeal from the District Court of the United States for the Western District of Washington, Northern Division.

Filed January 5, 1934.

PAUL P. O'BRIEN,

Clerk of the United States Circuit Court of Appeals  
for the Ninth Circuit.

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In the United States Circuit Court of Appeals for  
the Ninth Circuit.

No. 7366

CANADIAN PACIFIC RAILWAY COMPANY,  
a foreign corporation,

Appellant,

vs.

UNITED STATES OF AMERICA,

Appellee.

STIPULATION.

IT IS HEREBY STIPULATED by and between the parties hereto, acting through their respective undersigned counsel, that the following exhibits shall not be printed in the transcript of record on appeal, but may be inspected by the court in their original form:

Plaintiff's Exhibit "D" (photographs of vessels)

Defendant's Exhibit 7 (map of the United States border showing ports of entry)

Defendant's Exhibit 13 (pictures of the defendant's vessels)

Defendant's Exhibit 18 (pictures of the Puget Sound Navigation Company ferries).

Plaintiff's Exhibit "F" (Steamship schedules)

BOGLE, BOGLE & GATES,

Attorneys for Appellant.

ANTHONY SAVAGE,

United States Attorney.

By HAMLET P. DODD,

Assistant United States Attorney

Attorneys for Appellee.

[Endorsed]: Filed Jan. 16, 1934. Paul P. O'Brien, Clerk.

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In the United States Circuit Court of Appeals for the Ninth Circuit.

No. 7366

CANADIAN PACIFIC RAILWAY COMPANY,  
a foreign corporation,

Appellant,

vs.

UNITED STATES OF AMERICA,

Appellee.

ORDER.

It appearing to the court upon stipulation of the parties hereto that the exhibits enumerated below

need not be printed in the transcript of record, and it appearing to the court that the cost of printing said exhibits would be a considerable sum burdensome of the party paying the costs herein; now, therefore, it is

ORDERED that Plaintiff's Exhibit "D" and "F", Defendant's Exhibit 7, Defendant's Exhibit 13, and Defendant's Exhibit 18 be not printed in the transcript of record, and that said exhibits may be examined by the court in their original form.

Dated this 16th day of January, 1934.

CURTIS D. WILBUR,  
Senior U. S. Circuit Judge.

Approved for entry:

BOGLE, BOGLE & GATES,

Attorneys for Appellant.

ANTHONY SAVAGE,

United States Attorney

By HAMLET P. DODD,

Assistant United States Attorney

Attorneys for Appellee.

[Endorsed]: Filed Jan. 16, 1934. Paul P. O'Brien, Clerk.